AGENDA

REGULAR MEETING
CYPRESS CITY COUNCIL
July 14, 2026
6:00 P.M. - General Session

www.cypressca.org

5275 Orange Avenue
Cypress, California

Individuals interested in speaking at a City Council meeting may find participation instructions on the last page of the agenda.

CALL TO ORDER

6:00 P.M.
City Council Chambers

ROLL CALL

Cypress City Council, also acting as the Ex-Officio Governing Board of Directors of the Cypress Recreation and Park District

Mayor Leo Medrano
Mayor Pro Tem Kyle Chang
Council Member Bonnie Peat
Council Member David Burke
Council Member Rachel Strong Carnahan

INVOCATION

Chaplain Gerardo Arenado, Orange County Fire Authority, Battalion 8

PLEDGE OF ALLEGIANCE

The pledge of allegiance will be led by a member of the City Council.

PRESENTATIONS

- Proclamation in Honor of the City of Cypress 70th Anniversary and the 250th Anniversary of the Declaration of Independence
- Recognition of Outgoing Commissioners
- Oath of Office for Incoming Commissioners
- Receive the Project Achievement Award for Arnold Cypress Park from Robert Echavarria, Griffin Structures
- Presentation of the CHP 10851 Award to Cypress Officer Seth Ramsey from Chief Lauderback
- E-Bike Legislation Update from Connor Medina, Regional Public Affairs Manager, Cal Cities

ORAL COMMUNICATIONS ON AGENDA ITEMS

This portion of the meeting is set aside for public comments regarding any matter within the jurisdiction of the City Council. Comments on non-agenda items will be heard at this time. Comments related to a specific agenda item will be heard following the staff report for that item and prior to the City Council action, unless the speaker prefers to make the comment during the general public comment period. The City Council cannot discuss or take action on matters not on the agenda for this meeting, but Council members may provide brief responses. Please complete a Speaker's Card to address the City Council in-person. Please follow the instructions at the end of the agenda and wait for the Mayor or City Clerk to call on you to address the City Council virtually. Speakers providing in-person comments will be called first. Time allotted for public comment (subject to change by the presiding officer).

General Public Comment (not on agenda): 3 minutes
Consent Calendar (any or all items): 3 minutes
Agenda Items (not on consent calendar): 3 minutes per item

CONSENT CALENDAR (ITEMS 1-9)

All matters listed on the Consent Calendar are to be approved with one motion unless a Council Member requests separate action on a specific item. Council Members voting no or abstaining on a Consent Calendar item may do so without removing the item from the Consent Calendar.

1. Approve Minutes of the May 12, May 26, June 9 and June 23 Regular City Council Meetings and the Minutes of the June 10 and June 23 Special Meetings

Prepared by: Lisa Berglund, City Clerk

Recommendation: Approve as submitted.

2. Second Reading of Ordinance No. 1234 Amending Section 17-52 of the Municipal Code related to the Illegal Discharge of Fireworks by Adding Section 17-52.01 (Social Host Liability), Section 17-52.02 (Penalties for Violation), Section 17-52.03 (Enforcement & Citation Issuance), Section 17-52.04 (Right to Appeal), and Section 17-52.05 (Cost Recovery)

Prepared by: William Wynder, City Attorney

Recommendation: Approve the second reading and adopt Ordinance No. 1234 by title only and waive further reading, amending Section 17-52 of the Municipal Code related to the Illegal discharge of fireworks by adding Section 17-52.01 (Social Host Liability), Section 17-52.02 (Penalties for Violation), Section 17-52.03 (Enforcement & Citation Issuance), Section 17-52.04 (Right to Appeal), and Section 17-52.05 (Cost Recovery).

3. Approve Purchase of Police Department Drones and Accept Donation from the Cypress Police Foundation.

Prepared by: Mark Lauderback, Chief of Police

Recommendation:
1. Approve a three-year agreement for $138,388 with Axon Enterprises, Inc. for Police Department drones, software, and services.

2. Accept a $70,000 donation from the Cypress Police Foundation.

4. Receive and File the Police Department Annual Military Equipment Report

Prepared by: Jason Machado, Assistant to the City Manager

Recommendation:
1. Receive and file the Police Department Annual Military Equipment Report; and

2. Renew the Military Equipment Policy previously approved by City Council via Ordinance No. 1194.

5. Approve Amendment Seven to the Cooperation Agreement with the County of Orange for Continued Participation in the Urban County Community Development Block Grant (CDBG) and HOME Investment Partnerships (HOME) Programs for Fiscal Years 2027-2028 through 2029-2030

Prepared by: Christopher Wong, Community Development Manager

Recommendation:
1. Adopt a Resolution approving Amendment Seven to the Cooperation Agreement between the County of Orange and the City of Cypress confirming Cypress' continued participation in the Urban County CDBG and HOME Programs for Fiscal Years 2027-2028 through 2029-2030; and

2. Authorize the Director of Community Development to execute Amendment Seven to the Cooperation Agreement.

6. Award Contract for Public Engagement and Professional Design Services for Park Playground Equipment Replacement, Project 465

Prepared by: Nick Mangkalakiri, Director of Public Works

Recommendation:
1. Award a contract to David Volz Design Landscape Architecture, Inc. for Public Engagement and Professional Design Services for Park Playground Equipment Replacement, Project 465, for $106,550, and authorize a contingency of $16,000; and

2. Authorize the City Manager to execute the contract agreement.

7. Accept the Traffic Signal Improvements at Valley View Street and Plaza Drive, Project 353

Prepared by: Nick Mangkalakiri, Director of Public Works

Recommendation:
1. Accept the Traffic Signal Improvements at Valley View Street and Plaza Drive, Project 353, in the amount of $91,875 and approve the final payment of $4,593.75 to Yunex, LLC.; and

2. Authorize the City Clerk to file a Notice of Completion with the County Recorder.

8. Acceptance of Sidewalk Easement at 10652 Walker Street.

Prepared by: Nick Mangkalakiri, Director of Public Works

Recommendation:
1. Accept a Grant of Permanent Easement for public sidewalk from North Bayport Industrial Park II, LTD., located at 10652 Walker Street; and

2. Authorize the City Manager to execute the Certificate of Acceptance and direct the City Clerk to record the easement document with the County Recorder.

9. Accept a Donation of 75 Veteran Challenge Coins from GFWC Woman's Club of Cypress

Prepared by: Jeff Draper, Director of Recreation and Community Services

Recommendation: Accept a donation of 75 Veteran Challenge Coins valued at $750 from the GFWC Woman's Club of Cypress.

ITEMS REMOVED FROM CONSENT CALENDAR

PUBLIC HEARINGS (ITEMS 10 - 11)

The public may address the City Council on public hearing items prior to any action being taken. Please complete a speaker's card to participate. In-person speakers will be called first, followed by those joining virtually. The Mayor or City Clerk will call on you to address the City Council. All speakers have three minutes to make their comments. Council Members should disclose communications with anyone relevant to a Public Hearing item.

10. Public Hearing to Renew the Cypress Corporate Center Landscape Maintenance District No. 1 for FY 2026-27

Prepared by: Nick Mangkalakiri, Director of Public Works

Recommendation: Adopt a Resolution renewing Cypress Corporate Center Landscape Maintenance District No. 1 for FY 2026-27, pursuant to the Landscaping and Lighting Act of 1972.

11. Public Hearing to Consider Los Alamitos Race Course Specific Plan 3.0 Buildout

Prepared by: Alicia Velasco, Community Development Director

Recommendation:
1. Adopt the attached Resolution certifying the Environmental Impact Report, and approving Findings, a Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program; and

2. Adopt the attached Resolution approving Vesting Tentative Tract Map No. 19247; and

3. Introduce for first reading of an Ordinance approving a Development Agreement by title only and waive further reading.

NEW BUSINESS (Items 12 - 13)

12. First Reading of an Ordinance Correcting and Amending Section 17-53 and 17-54 of the Municipal Code Related to Penalties for Violation and Civil Remedies for the Illegal Discharge of Fireworks

Prepared by: William Wynder, City Attorney

Recommendation:
Introduce for first reading an ordinance correcting and amending Section 17-53 and 17-54 of the Cypress Municipal Code related to penalties for violation and civil remedies for the illegal discharge of fireworks.

13. Solid Waste Franchise Agreement Performance Review and Amendment

Prepared by: Nick Mangkalakiri, Director of Public Works

Recommendation:

1. Receive and file the Solid Waste Franchise Agreement Performance Review; and

2. Approve the Fifth Amendment to the Solid Waste Franchise Agreement between the City of Cypress and Valley Vista Services, Inc.

COUNCIL MEMBER REPORTS FROM CITY-AFFILIATED BOARDS AND COMMITTEES AND REMARKS

COUNCIL MEMBER ITEMS FOR FUTURE CONSIDERATION

CITY MANAGER REMARKS

ADJOURNMENT

The next meeting will be an adjourned Regular Meeting, to be held on Tuesday, August 25, 2026, beginning at 5:30 p.m. in the City Council Chambers.

Council Members and the public should promptly exit the meeting room following adjournment.

I, Lisa Berglund, City Clerk, certify under penalty of perjury under the laws of the State of California, that the foregoing Agenda was posted on the City Hall bulletin board and City website not less than 72 hours prior to the meeting. Dated July 8, 2026.

PUBLIC PARTICIPATION

Members of the public can participate in the City Council meeting in the following ways:

1. Attend In-Person. First-come, first-served seating is available. All attendees must be free of any symptoms associated with contagious illnesses.

2. Attend Virtually via Webinar. Follow this link: https://attendee.gotowebinar.com/register/6996636858011628848. Advanced registration is recommended. Kindly mute television or streaming devices you may have on in the background so you can hear when you are queued to speak in real time. This helps avoid delays caused by the meeting's 10-second broadcast delay.

The public may address the City Council virtually during Oral Communications on Agenda Items and Public Hearings. Virtual participants must click the 'hand raise' button prior to the end of the first in-person speaker to indicate they wish to address the City Council. Upon clicking the 'hand raise' button, please unmute your microphone and wait for the Mayor/City Clerk to call on you.

 = Hand Raise  = Unmute

3. Submit Public Comments Prior to the Meeting. The public may submit comments via email to cityclerk@cypressca.org. Comments submitted by 3:00 p.m. on the day of the meeting will be added to the meeting record.

4. Watch the Meeting. The City Council meeting can be viewed on Spectrum Cable Channel 36 or on the City's website at **www.cypressca.org/watchlive**.

5. Listen to the Meeting. Listen-only teleconferencing is available by calling +1 (562) 247-8422 and entering Access Code 501-088-955. No registration or audio pin is necessary.

INVOCATION POLICY

The City Council does not endorse the content of the invocation and does not endorse the invocational speaker's particular faith, belief and/or religious denomination. The City Council has an established neutral policy for selecting and scheduling invocational speakers. The City Council's policy on invocations is available from the City Clerk.

AMERICANS WITH DISABILITIES ACT

In compliance with the Americans With Disabilities Act, if you need special assistance to participate in this meeting, you should contact the City Clerk at (714) 229-6685 at least 72 hours prior to the meeting to enable the City to make reasonable arrangements to assure accessibility to this meeting.

CITY OF CYPRESS

CITY COUNCIL REPORT

City Council Regular **1.**

FROM: Lisa Berglund, City Clerk

DATE: 07/14/2026

SUBJECT: **Approve Minutes of the May 12, May 26, June 9 and June 23 Regular City Council Meetings and the Minutes of the June 10 and June 23 Special Meetings**

RECOMMENDATION

Approve as submitted.

SUMMARY

Attached for the City Council's consideration are the minutes of the May 12, May 26, June 9 and June 23 Regular City Council Meetings and the minutes of the June 10 and June 23 Special Meetings.

BUDGET IMPACT

n/a

LEGAL REVIEW

n/a

APPROVED BY: Shannon DeLong, City Manager

Attachments

May 12, 2026 Regular Mtg
May 26, 2026 Regualr Mtg
June 9, 2026 Regular Mtg
June 10, 2026, Special Mtg
June 23, 2026 Special Mtg
June 23, 2026 Regular Mtg

REGULAR MEETING
CYPRESS CITY COUNCIL
MAY 12, 2026
5:30 P.M. – Closed Session
6:00 P.M. – General Session

A regular meeting of the Cypress City Council was called to order at 5:30 p.m. by Mayor Medrano in the Executive Board Room, 5275 Orange Avenue, Cypress, California.

ROLL CALL
Cypress City Council, also acting as the Ex-Officio Governing Board of Directors of the Cypress Recreation and Park District. All members were present.

Mayor Leo Medrano
Mayor Pro Tem Kyle
Chang Council Member
Bonnie Peat Council
Member David Burke
Council Member Rachel Strong Carnahan

STAFF PRESENT
City Manager Shannon DeLong
City Attorney William Wynder
City Clerk Lisa Berglund

ORAL COMMUNICATIONS ON CLOSED SESSION
None.

City Clerk Berglund exited the Executive Board room.

Director of Finance and Administrative Services Stephanie Sikkema entered the Executive Board room to participate in closed session discussions.

CLOSED SESSION
The City Attorney announced the following closed session items:

CONFERENCE WITH LABOR NEGOTIATOR
Pursuant to Government Code § 54957.6
Agency Negotiators: Shannon DeLong, City Manager and Stephanie Sikkema, Director of Finance and Administrative Services
Employee Groups: Cypress Employees Association (CEA), Maintenance Employees Association, Police Officers Association, Police Management Association and unrepresented.

Mayor Medrano recessed the meeting at 5:55 p.m.

RECONVENE
Mayor Medrano reconvened the meeting at 6:08 P.M.

ROLL CALL
Cypress City Council, also acting as the Ex-Officio Governing Board of Directors of the Cypress Recreation and Park District

Mayor Leo Medrano
Mayor Pro Tem Kyle
Chang Council Member
Bonnie Peat Council
Member David Burke
Council Member Rachel Strong Carnahan

STAFF PRESENT
City Manager Shannon DeLong
City Attorney William Wynder
City Clerk Lisa Berglund
Office Assistant II Anita Sallas
Director of Finance and Administrative Services Stephanie
Sikkema Director of Recreation and Community Services
Jeff Draper Director of Public Works Nick Mangkalakiri
Chief of Police Mark Lauderback
Planning Director Alicia Velasco
Senior Management Analyst Jason Machado

INVOCATION Chaplain Gerardo Arenado, Orange County Fire Authority, Battalion 8, led the invocation.

PLEDGE OF ALLEGIANCE Mayor Medrano led the pledge of allegiance.

REPORT OF CLOSED SESSION
The City Attorney reported that the City Council received an update on the closed session item and no further reportable action was taken.

PRESENTATIONS
The City Council recognized the graduates of the Cypress Citizens Academy.

The City Council presented a Proclamation to the Public Works Department in recognition of "National Public Works Week" May 17–23, 2026.

ORAL COMMUNICATIONS
Larry Civitelli, Cypress, spoke regarding a house next to him that was recently renovated into an Airbnb. He requested enforcement of the City's code, noting that Cypress is a bedroom community, and asked for direction regarding the matter.

John Olson, Cypress, welcomed Shannon DeLong as the new City Manager, and reflected on his 31 years working for the City.

Brooke Nafarrette, Cypress, spoke regarding the upcoming Budget Workshop special meeting on May 13, and requested additional transparency for Community Events and Enrichment Division budgeting on page 15 of the proposed budget, including separate tracking codes for each City event.

Randy Harper, Cypress, expressed his sincere appreciation to City staff and department heads for their efforts and dedication during the Citizens Academy and provided special thanks to Senior Management Analyst Machado for his contributions to the program.

CONSENT CALENDAR

All matters listed on the Consent Calendar are to be approved with one motion unless a Council Member requests separate action on a specific item.

Mayor Medrano asked if any Council Member wished to pull an item from the Consent Calendar. Hearing none, he proceeded with consideration of the Consent Calendar.

A motion was made by Council Member Rachel Strong Carnahan, and seconded by Council Member Peat, to approve Consent Calendar items No. 1 through 7.

The motion was unanimously carried by the following electronic vote:

AYES: 5 COUNCIL MEMBERS: Chang, Peat, Burke, Medrano, Strong Carnahan
NOES: 0 COUNCIL MEMBERS: None

Item No. 1: Recognize May as Jewish American Heritage Month in the City of Cypress

ACTION:

Approve a proclamation recognizing May as Jewish American Heritage Month in the City of Cypress.

Item No. 2: Approve a Contract Extension for Crossing Guard Services

ACTION:

1. Approve a five-year contract extension with All City Management Services, Inc. for crossing guard services for an amount not to exceed $1,782,275; and
2. Authorize the City Manager to execute any related documents to the contract extension.

Item No. 3: Receive and File the Fiscal Year 2025-26 Third Quarter Financial Report and Approve Budget Adjustments

ACTION:

1. Receive and file the Third Quarter Financial Report for Fiscal Year 2025-26; and

2. Approve the following budget adjustments:
    - Increase General Fund (Fund 111) revenue by $30,000, for a positive net change of $30,000;
    - Increase Cypress Recreation and Park District General Fund (Fund 212) expenditures by $4,500; and
    - Increase Cypress Recreation and Park District Capital Replacement Fund (Fund 725) expenditures by $36,000.

Item No. 4: Approve the City Engineer's Report and Adopt a Resolution Declaring the City

Council's Intent to Renew Cypress Corporate Center Landscape Maintenance District No. 1 following a July 14, 2026 Public Hearing

ACTION:

1. Approve the City Engineer's Report for the Cypress Corporate Center Landscape Maintenance District No. 1 for Fiscal Year 2026-27; and

2. Adopt the attached Resolution declaring the City Council's intention to order the renewal of Cypress Corporate Center Landscape Maintenance District No. 1 for maintenance of the landscape and irrigation system and setting the public hearing for July 14, 2026.

RESOLUTION NO. 7046

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS, CALIFORNIA, DECLARING ITS INTENTION TO ORDER THE RENEWAL OF CYPRESS CORPORATE CENTER LANDSCAPE MAINTENANCE DISTRICT NO. 1 FOR FISCAL YEAR 2026-27, PURSUANT TO THE LANDSCAPING AND LIGHTING ACT OF 1972, AND FIXING A TIME AND PLACE FOR HEARING OBJECTIONS THERETO

Item No. 5: Approval of Amended and Restated NPDES Stormwater Permit Implementation Agreement

ACTION:

1. Approve the Amended and Restated National Pollutant Discharge Elimination System Stormwater Permit Implementation Agreement; and

2. Authorize the City Manager to execute the Agreement and any related documents necessary to implement the terms of the Agreement.

Item No. 6: Approve an Agreement for On-Call Professional Plan Checking Services

ACTION:

1. Approve an agreement with Charles Abbott Associates, Inc. for on-call Professional Plan Checking Services and authorize the City Manager to execute the contract agreement; and

2. Authorize the City Manager to approve annual task orders under this agreement, in an amount not to exceed the adopted annual budget for plan checking services.

Item No. 7: Approve an Agreement for Youth Sports Officials

ACTION:

Approve an agreement with Inland Roundball Officials for youth sports officiating, with an option for two one-year extensions, for a total amount not to exceed $52,290, and authorize the City Manager to execute the agreement and extensions.

NEW BUSINESS

Item No. 8: Approve the Leasing and Upfitting of Five Replacement Vehicles

The City Manager introduced Director of Public Works Mangkalakiri, who provided a report on the item.

Mayor Medrano thanked staff for the report opened the floor to questions and comments from the City Council.

Council Member Peat asked questions of Director Mangkalakiri.

Director Mangkalakiri provided clarification on the question asked by Council Member Peat.

Mayor Medrano closed discussion.

A motion was made by Mayor Pro Tem Chang and seconded by Council Member Burke to approve the leasing and upfitting of five replacement vehicles.

The motion was unanimously carried by the following electronic vote:

AYES: 5 COUNCIL MEMBERS: Chang, Peat, Burke, Medrano, Strong Carnahan
NOES: 0 COUNCIL MEMBERS: None

ITEMS REMOVED FROM CONSENT CALENDAR
None.

COUNCIL MEMBER REPORTS FROM CITY-AFFILIATED BOARDS AND COMMITTEES AND REMARKS

Council Member Strong Carnahan:
Recognized City Clerk Appreciation Week and thanked the City Clerk for her dedication, kindness, and continued support to the City Council and community. She also reported meeting with an Oxford Academy student regarding a potential internship and showed interest in women's issues and learning more about the City's efforts related to banning child marriage and the legislative process involved in advancing the issue to the State level. She attended the Commissioners Appreciation Reception and thanked all Commissioners for their service and involvement in local government. She also wished everyone a Happy Mother's Day and thanked those who have served and sacrificed as Memorial Day approached.

Council Member Peat:
Reported attending the Racecourse Briefing and thanked Planning Director Velasco for coordinating the meeting and providing updates. She also attended the Commissioners Appreciation Reception and shared appreciation for the Commissioners and their service to the community. She met with Cypress Land to discuss how operations are going within the City, challenges they may be facing, and their relationship with the City. She noted they were complimentary of City staff and shared that the business currently has 100% occupancy.
She attended an Orange County Sanitation District Operations Meeting and the Chamber Awards event and congratulated Cypress resident Colleen Janssen, as Woman of the Year. She congratulated Public Works staff and the City Manager regarding the City's designation as a California Clean Community. She recognized local historian Mr. John Olson, who spoke during oral communications, for his contributions to documenting and preserving the history of Cypress.

Council Member Burke:
Thanked the City Commissioners for their service and shared that he enjoyed attending the Commissioners Appreciation Reception and looks forward to participating in upcoming Commissioner interviews. He also participated in Capstone interviews for Cypress High School students. He attended the Southern California Association of Governments Conference on behalf of the City, where discussions included artificial intelligence, housing issues, and affordable housing efforts. He noted that Cypress is ahead of many cities regarding its certified Housing Element and shared appreciation for the City's strong financial position and staff support.

Mayor Pro Tem Chang:
Reported attending the Cypress High School and Lexington Junior High School Capstone events and thanked Principals Jennifer Brown and Daniel Klatzker for hosting and organizing the programs. He also attended the Commissioners Appreciation Reception, the Orange County Mosquito and Vector Control Budget Presentation, and participated in an interview with Civic Youth Lens, a student group from Whitney High School interested in local government.

Mayor Medrano:
Reported attending Cypress Bistro on May 7th, hosted by Cypress College. He also attended the Chamber of Commerce Awards Ceremony and congratulated all award recipients. On May 8th, he attended the Frank Vessels Elementary Pancake Breakfast and assisted with serving pancakes and sausage as part of the Kiwanis Club. He also participated in a behind the scenes visit to Target and shared appreciation for the company's community involvement, charitable contributions, and volunteer efforts throughout Orange County. He further acknowledged the importance of both large and small businesses within the community and expressed appreciation for the Cypress Chamber of Commerce supporting local businesses. He attended the ribbon cutting ceremony held by Cypress Chamber of Commerce for Advantage Financial Services as they opened their first Orange County location in Cypress. Following the event, he attended the Youth Action Council Recognition Celebration.

COUNCIL MEMBER ITEMS FOR FUTURE CONSIDERATION
Council Member Strong Carnahan requested to agendize a discussion on adding a brief land acknowledgment at the beginning of City Council meetings before office business commences. Mayor Pro Tem Chang expressed support on the item.

Council Member Burke requested to agendize discussion regarding two proposed changes to the order of the City Council agenda, including moving "Items for Future Consideration" to take place prior to "Council Member Reports from City-Affiliated Boards and Committees and Remarks" and moving "Items Removed from the Consent Calendar" to immediately following the Consent Calendar portion of the agenda. Mayor Pro Tem Chang expressed support on the item.

CITY MANAGER REMARKS
None.

ADJOURNMENT

Mayor Medrano adjourned the Regular Meeting at 6:51 p.m. to an adjourned Regular Meeting, to be held on Tuesday, May 26, 2026, beginning at 5:30 p.m. in the Executive Board Room.

_____
MAYOR OF THE CITY OF CYPRESS

ATTEST:

_____
CITY CLERK OF THE CITY OF CYPRESS

REGULAR MEETING
CYPRESS CITY COUNCIL
MAY 26, 2026
5:30 P.M. - Closed Session
6:00 P.M. - General Session

A regular meeting of the Cypress City Council was called to order at 5:30 p.m. by Mayor Medrano in the Executive Board Room, 5275 Orange Avenue, Cypress, California.

ROLL CALL
Cypress City Council, also acting as the Ex-Officio Governing Board of Directors of the Cypress Recreation and Park District

Mayor Leo Medrano
Mayor Pro Tem Kyle Chang
Council Member Bonnie Peat
Council Member David Burke
Council Member Rachel Strong Carnahan

STAFF PRESENT
City Manager Shannon DeLong
City Attorney William Wynder
City Clerk Lisa Berglund

ORAL COMMUNICATIONS ON CLOSED SESSION
None.

City Clerk Berglund exited the Executive Board room.

CLOSED SESSION
The City Attorney announced the following closed session items:

CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION
Pursuant to paragraph (1) of subdivision (d) of Government Code Section 54956.9 Name of case: Frances Marquez v. City of Cypress (U.S.D.C., Southern Div. Case No. 8:24-CV-01835-ODW (JDEx)

Mayor Medrano and Council Member Peat exercised their right to recuse themselves from this matter. Mayor Pro Tem Chang chaired the discussion and recessed closed session at 5:55 p.m.

RECONVENE
Mayor Medrano reconvened the meeting at 6:03 p.m.

STAFF PRESENT
City Manager Shannon DeLong
City Attorney William Wynder
City Clerk Lisa Berglund
Deputy City Clerk Ruthie Marroquin

Director of Finance and Administrative Services Stephanie Sikkema
Director of Recreation and Community Services Jeff Draper
Director of Public Works Nick Mangkalakiri
Chief of Police Mark Lauderback
Planning Director Alicia Velasco
Senior Management Analyst Jason Machado

INVOCATION Pastor Manuel Gonzalez, Cypress Neighborhood Church, led the invocation.

PLEDGE OF ALLEGIANCE Mayor Medrano led the Pledge of Allegiance.

REPORT OF CLOSED SESSION
The City Attorney reported that the City Council received an update on the closed session item. Mayor Medrano and Council Member Peat recused themselves from participation in the item and exited the Executive Board Room. No further reportable action was taken.

ORAL COMMUNICATIONS

Brooke Nafarrette, Cypress, thanked emergency responders, City staff, Mayor Medrano, and Council Member Peat for their efforts during the recent Garden Grove chemical leak. She suggested that the City conduct an after-action review and include a citizen ad hoc committee in future emergency preparedness planning efforts.

Anne Mallari, Cypress, thanked City staff and emergency responders for their response to the recent Garden Grove chemical leak and shared information regarding assistance available through her organization, We Care Orange County.

Randy Harper, Cypress, shared his experience as an evacuee during the recent Garden Grove chemical leak, encouraged emergency preparedness, provided information regarding SBA disaster assistance resources, and thanked City staff and emergency personnel for their response efforts.

Marilyn Reames, Cypress, spoke in support of Agenda Item No. 10 and thanked City staff, the Cypress Police Department, and emergency responders for their efforts during the recent Garden Grove chemical leak. She expressed pride in the community's response and interest in assisting with future preparedness and recovery efforts.

Brooke Nafarrette, Cypress, spoke in support of Agenda Item No. 10, thanked City staff and City Manager DeLong for their efforts during the recent Garden Grove chemical leak, and suggested publicizing the emergency proclamation for residents who may need it for insurance purposes. She also spoke in opposition to Agenda Item No. 11.

Glen Button, Cypress, spoke in opposition to Agenda Item No. 11.

CONSENT CALENDAR
All matters listed on the Consent Calendar are to be approved with one motion unless a Council Member requests separate action on a specific item.

Mayor Medrano asked if any Council Member wished to pull an item from the Consent

Calendar. Hearing none, he proceeded with consideration of the Consent Calendar.

Council Member Burke asked questions to City Staff regarding Agenda Item No. 9.

Director of Public Works Mangkalakiri and Director of Recreation and Community Services Draper provided clarification regarding Agenda Item No. 9.

The City Attorney provided procedural guidance.

Council Member Peat asked questions of Director of Finance and Administrative Services Sikkema regarding Agenda Item No. 5.

Director Sikkema provided clarification regarding Agenda Item No. 5.

A motion was made by Council Member Peat, and seconded by Mayor Medrano, to approve Consent Calendar items No. 1 through 9.

The motion was unanimously carried by the following electronic vote:

AYES: 5 COUNCIL MEMBERS: Chang, Peat, Burke, Medrano, Strong Carnahan
NOES: 0 COUNCIL MEMBERS: None

Item No. 1: Approve the Minutes of the Special Meeting of March 24, 2026, and the Regular Meetings of March 24, 2026, and April 28, 2026

ACTION:

Approve as submitted.

Item No. 2: Investment Report for the Month Ended April 30, 2026

ACTION:

Receive and file the attached investment report.

Item No. 3: Receive and File Register of Warrants, Transfers, and Wires Issued for the Period of April 10, 2026 through May 8, 2026

ACTION:

Receive and File the Attached Payment Register Summarized Below for the Period of April 10, 2026 through May 8, 2026:

- Electronic Funds Transfers 19288 through 19567
- Warrants 70369 through 70590
- Payroll Transfers W1581 through W1582

Item No. 4: Consideration of Fiscal Policies and Annual Statement of Investment Policy

ACTION:

Staff recommends approval of the proposed fiscal policies and adoption of a Resolution approving the Annual Statement of Investment Policy.

Item No. 5: Receive and File the Five-Year Technology Master Plan

ACTION:

Receive and file the Five-Year Technology Master Plan for FY 2026-27 through FY 2030-31.

Item No. 6: Receive an Update on the Strategic Plan Objectives

ACTION:

Receive an update on the Strategic Plan objectives.

Item No. 7: Approve Senate Bill 1 Road Maintenance and Rehabilitation Account Funding and Project List

ACTION:

Adopt a Resolution approving the FY 2026-27 Senate Bill 1 Road Maintenance and Rehabilitation Account funding and project list.

RESOLUTION NO. 7048

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2026-27 FUNDED BY SB 1: THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017.

Item No. 8 Resolution Authorizing Prequalification Appeals Panel for the Myra Avenue Pump Station No. 1 Project

ACTION:

Adopt the attached Resolution authorizing the City Manager and Director of Public Works to act as the Prequalification Appeals Panel for the Myra Avenue Pump Station No. 1 Project.

RESOLUTION NO. 7049

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS, CALIFORNIA, AUTHORIZING THE CITY MANAGER AND DIRECTOR OF PUBLIC WORKS TO ACT AS THE PREQUALIFICATION APPEALS PANEL FOR THE MYRA AVENUE PUMP STATION NO. 1 PROJECT

Item No. 9 Award Contract for Public Engagement and Professional Design Services for Baroldi Sycamore Park Expansion, Project 429

ACTION:

1. Award a contract to MIG for Public Engagement and Professional Design Services for Baroldi Sycamore Park Expansion, Project 429, for $199,797, and authorize a contingency of $30,000;

2. Authorize the City Manager to execute the contract agreement; and

3. Approve the reallocation of $39,797 in project cost savings from the Parking Lot Resurfacing Project for this project.

ITEMS REMOVED FROM CONSENT CALENDAR
None.

NEW BUSINESS

Item No. 10: Adopt a Resolution Ratifying a Proclamation of a Local Emergency in Regard to the Garden Grove Chemical Leak.

City Manager DeLong provided a verbal report on the item.

Mayor Medrano thanked staff for the report and opened the floor to questions and comments from the City Council. Hearing none, he proceeded with consideration of the item.

A motion was made by Council Member Burke, and seconded by Council Member Strong Carnahan, to adopt a Resolution ratifying a proclamation of a local emergency in regard to the Garden Grove chemical leak.

The motion was unanimously carried by the following electronic vote:

AYES: 5 COUNCIL MEMBERS: Chang, Peat, Burke, Medrano, Strong Carnahan
NOES: 0 COUNCIL MEMBERS: None

RESOLUTION NO. 7047
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS CALIFORNIA RATIFYING THE CITY MANAGER'S PROCLAMATION OF A LOCAL EMERGENCY

ITEMS FROM CITY COUNCIL MEMBERS

Item No. 11: Discussion of an Indigenous People Land Acknowledgment by the Cypress City Council Proposed by Council Member Strong Carnahan

Council Member Strong Carnahan provided a verbal report on the item.

Council Member Strong Carnahan acknowledged receipt of an email from Cypress resident,

Robin Isler, who expressed opposition on the item and requested that it be made part of the record.

Mayor Pro Tem Chang expressed support on the item.

Council Member Strong Carnahan provided additional comments on the item.

Council Member Peat spoke in opposition to the item and stated she would vote no.

Council Member Burke emphasized the importance of inclusivity and stated that he would abstain from voting on the item.

Mayor Medrano stated that he believed the matter was outside the City's jurisdiction and would abstain from voting on the item.

City Council discussion ensued.

A motion was made by Council Member Strong Carnahan to direct staff to include a land acknowledgment at the beginning of City Council meetings, along with the invocation and Pledge of Allegiance. No second was heard.

The motion failed due to lack of a second.

Item No. 12: Discussion of Changes to the City Council Meeting Agenda Structure Proposed by Council Member Burke

Council Member Burke provided a verbal report on the item.

Mayor Pro Tem Chang spoke in support of the item.

Council Member Peat spoke in support of the item and provided background on the current agenda structure.

Mayor Medrano closed the discussion.

A motion was made by Council Member Burke, and seconded by Mayor Pro Tem Chang, to direct staff to prepare the necessary changes to the City Council meeting agenda structure as discussed.

The motion was carried by the following electronic vote:

AYES: 4 COUNCIL MEMBERS: Chang, Peat, Burke, Medrano
NOES: 1 COUNCIL MEMBERS: Strong Carnahan

COUNCIL MEMBER REPORTS FROM CITY-AFFILIATED BOARDS AND COMMITTEES AND REMARKS

Council Member Strong Carnahan

Attended the Cypress Police Department Open House, the Police Officers Association Luncheon, emergency response briefings related to the recent Garden Grove chemical leak, the Lexington School eighth-grade promotion celebration, and an Anaheim Union High School District town hall regarding the selection of a new Lexington School principal. She expressed gratitude to local emergency responders, City staff, City officials, and volunteers for their efforts during the recent Garden Grove chemical leak and thanked those who assisted at the emergency shelters. She also expressed appreciation for the communication and transparency provided throughout the emergency response and noted that her mother was among those impacted by the evacuation of a Stanton elder care facility.

Council Member Peat

Expressed appreciation to City staff, emergency responders, volunteers, community organizations, and local businesses for their response to the recent Garden Grove chemical leak. She highlighted the efforts of those who assisted evacuees, commended the coordination and communication throughout the emergency response, and supported conducting an after-action review. She also reported attending a League of Cities roundtable, the Police Open House, the Police Foundation awards event, a West-Comm Board meeting, an Eagle Scout Board of Review, a neighborhood meeting regarding illegal fireworks, and a meeting with Frank Sherren regarding the Los Alamitos Racetrack. She concluded by commending City Manager DeLong and City staff for their leadership during the emergency response.

Council Member Burke

Attended the Orange County Fire Authority Budget and Legislative and Public Affairs Subcommittee meetings. Served as the City's representative on the City Selection Committee. He also attended the Cypress Police Department Open House, the Police Officer Association Foundation Luncheon, and along with Mayor Pro Tem Chang attended a Cypress School District Ad Hoc Subcommittee meeting. He discussed the Cypress School District's financial outlook and efforts to strengthen collaboration between the City and the School District. He expressed appreciation to the Orange County Fire Authority, local emergency responders, City staff, volunteers, residents, and City Manager DeLong for their efforts during the recent Garden Grove chemical leak. He also commended the community's cooperation, communication, and support throughout the emergency response.

Mayor Pro Tem Chang

Attended the Cypress Police Department Open House, the Police Officers Association Luncheon, Orange County Mosquito and Vector Control District Subcommittee and main meeting, toured the Korean American Special Education Center, and attended an Asian Americans Advancing Justice Southern California (AJSOCAL) meeting on demographics and trends. He noted that Sunday, May 31, is World No Tobacco Day and announced that he would be participating in a community cleanup event at Oak Knoll Park with the Clean Air Coalition and LGBTQ Center OC. He expressed appreciation to the City Manager, City staff, the Cypress Police Department, and the Orange County Fire Authority for their response to the recent Garden Grove chemical leak. He highlighted the importance of coordinated emergency communications and commended the community's support for those affected by the evacuation.

Mayor Medrano

Reported on May 13, he attended the City Council Budget Workshop and thanked all City staff who worked on the information presented. On May 16, he attended the Cypress Police Department Open House, Hope Concert and Neighborhood Education Project, and handed out certificates at New Praise Church; on May 19, the Police Officers Association Luncheon; on May 22, the Cypress College Foundation Scholarship Awards; on May 26, a meeting with Frank Sherren regarding the Cypress Town Center and Commons Specific Plan 2.0 area; and later in the afternoon of May 26th, a town hall hosted by Representative Tran. He expressed appreciation to volunteers, community organizations, local businesses, emergency responders, City staff, City Manager, City officials, and elected representatives for their efforts during the recent Garden Grove chemical leak. He also commended professionalism, communication, coordination, and adherence to established emergency response procedures throughout the incident.

COUNCIL MEMBER ITEMS FOR FUTURE CONSIDERATION

Council Member Peat requested to agendize a discussion regarding illegal fireworks, including a potential urgency ordinance and law enforcement options. Mayor Pro Tem Chang expressed support for the item.

CITY MANAGER REMARKS

Expressed appreciation to City staff, partner agencies, local school districts, the Orange County Fire Authority for their efforts and cooperation during the recent industrial hazardous materials incident in Garden Grove, noting that Captain Richard Tantuvanich had been in attendance in case the Council or members of the public questions for OCFA. She also reiterated that evacuation orders had been lifted with the exception of three properties and that Western Avenue remained closed between Chapman Avenue and Garden Grove Boulevard.

ADJOURNMENT

Mayor Medrano adjourned the Regular Meeting at 7:44 p.m. to an adjourned Regular Meeting, to be held on Tuesday, June 9, 2026, beginning at 5:30 p.m. in the Executive Board Room.

_____

MAYOR OF THE CITY OF CYPRESS

ATTEST:

_____

CITY CLERK OF THE CITY OF CYPRESS

REGULAR MEETING
CYPRESS CITY COUNCIL
JUNE 9, 2026
5:00 P.M. - Closed Session
6:00 P.M. - General Session

A regular meeting of the Cypress City Council was called to order at 5:00 p.m. by Mayor Medrano in the Executive Board Room, 5275 Orange Avenue, Cypress, California.

ROLL CALL
Cypress City Council, also acting as the Ex-Officio Governing Board of Directors of the Cypress Recreation and Park District

Mayor Leo Medrano
Mayor Pro Tem Kyle Chang
Council Member Bonnie Peat
Council Member David Burke
Council Member Rachel Strong Carnahan

STAFF PRESENT
City Manager Shannon DeLong
City Attorney William Wynder
City Clerk Lisa Berglund

ORAL COMMUNICATIONS ON CLOSED SESSION
None.

City Clerk Berglund exited the Executive Board room.

CLOSED SESSION
The City Attorney announced the following closed session items.

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
A closed session will be held, pursuant to Government Code §54956.9(d)(1), to confer with legal counsel regarding pending litigation to which the City is a party. The title of such litigation is as follows:
Brandon Stewart vs. City of Cypress;
Case Number 30-2025-01501533-CU-PA-CJC; Superior Court of California Orange County.

CONFERENCE WITH LABOR NEGOTIATOR
Pursuant to Government Code § 54957.6
Agency Negotiators: Shannon DeLong, City Manager and Stephanie Sikkema, Director of Finance and Administrative Services
Employee Groups: Cypress Employees Association (CEA), Maintenance Employees Association, Police Officers Association, Police Management Association and unrepresented.

PUBLIC EMPLOYEE APPOINTMENT/EMPLOYMENT PERFORMANCE EVALUATION
A closed session will be held, pursuant to Government Code §54957, to conduct an employee evaluation for the position of City Manager.

Mayor Medrano recessed the meeting at 5:59 p.m.

RECONVENE
Mayor Medrano reconvened the meeting at 6:07 p.m.

ROLL CALL
Cypress City Council, also acting as the Ex-Officio Governing Board of Directors of the Cypress Recreation and Park District

Mayor Leo Medrano
Mayor Pro Tem Kyle Chang
Council Member Bonnie Peat
Council Member David Burke
Council Member Rachel Strong Carnahan

STAFF PRESENT
City Manager Shannon DeLong
City Attorney William Wynder
City Clerk Lisa Berglund
Deputy City Clerk Ruth Marroquin
Director of Finance and Administrative Services Stephanie Sikkema
Director of Recreation and Community Services Jeff Draper
Director of Public Works Nick Mangkalakiri
Chief of Police Mark Lauderback
Senior Management Analyst Jason Machado
Business Development Manager Christopher Wong

INVOCATION Pastor Nareth May, Cypress Neighborhood Church, led the invocation.

PLEDGE OF ALLEGIANCE Mayor Medrano led the Pledge of Allegiance.

REPORT OF CLOSED SESSION

The City Attorney reported that the City Council voted unanimously to assign Case Number 30-2025-01501533-CU-PA-CJC (Brandon Stewart vs. the City of Cypress) to Bordin and Semmer and authorized the City Manager to execute a retainer agreement to defend the City in this case.

There was a privileged and confidential briefing to discuss further counter proposal from the City to the various employee associations. The Council gave directions to its labor negotiators to continue ongoing labor negotiations primarily with the Cypress Police Officers Association.

The City Manager performance evaluation will be taken up at the end of the meeting, if at all.
No further reportable action was taken.

ORAL COMMUNICATIONS
Cassie Hess Brown, Cypress, spoke in support of Agenda Item No. 12.

Nancy Kyllingstad, Cypress, spoke in support of Agenda Item No. 12

Anne Mallari, Cypress, commented on Agenda Item No. 4.

Jon Peat, Cypress, spoke on Agenda Item No. 10.

CONSENT CALENDAR

All matters listed on the Consent Calendar are to be approved with one motion unless a Council Member requests separate action on a specific item.

A motion was made by Mayor Pro Tem Chang, and seconded by Mayor Medrano, to approve Consent Calendar items No. 1 through 6.

The motion was unanimously carried by the following electronic vote:

AYES: 5 COUNCIL MEMBERS: Chang, Peat, Burke, Medrano, Strong Carnahan
NOES: 0 COUNCIL MEMBERS: None

Item No. 1: Authorize Response Extensions to Two Civil Grand Jury Reports

ACTION:

Authorize the City Manager to Request Response Extensions to Two Civil Grand Jury Reports.

Item No. 2: Receive and File the FY 2026-27 Master Fee Schedule

ACTION:

Receive and file the FY 2026-27 Master Fee Schedule which incorporates the annual adjustment based on the March Consumer Price Index (CPI) for All Urban Consumers for the Los Angeles-Long Beach-Anaheim area for the City and Park District user fees.

Item No. 3: Adopt the Fiscal Year 2026-27 Appropriations Limit for the City of Cypress and Cypress Recreation and Park District

ACTION:

Adopt the following resolutions:

1. A Resolution establishing the City's Fiscal Year 2026-27 appropriations limit.

2. A Resolution establishing the Cypress Recreation and Park District's Fiscal Year 2026-27 appropriations limit.

RESOLUTION NO. 7050

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS ESTABLISHING THE CITY'S APPROPRIATIONS LIMIT FOR THE 2026-27 FISCAL YEAR.

RESOLUTION NO. 7051

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS, EX OFFICIO GOVERNING BOARD OF DIRECTORS OF THE CYPRESS RECREATION AND PARK DISTRICT, A SUBSIDIARY DISTRICT OF THE CITY OF CYPRESS ESTABLISHING THE CYPRESS RECREATION AND PARK DISTRICT'S APPROPRIATIONS LIMIT FOR THE 2026-27 FISCAL YEAR.

Item No. 4: Budget Amendment for Building and Safety Permitting and Plan Check

ACTION:

Approve a budget amendment to increase General Fund (Fund 111) revenue by $373,500 and expenditures by $242,100, for a positive net change of $131,400.

Item No. 5: Accept the Accessible Pedestrian Signals Phase I, Project 407

ACTION:

1. Accept the Accessible Pedestrian Signals Phase I, Project 407, in the amount of $475,620 and approve the final payment of $23,781 to Yunex LLC; and

2. Authorize the City Clerk to file a Notice of Completion with the County Recorder.

Item No. 6: Accept the Veterans Park Restroom Renovations, Project 395

ACTION:

1. Accept the Veterans Park Restroom Renovations, Project 395, in the amount of $234,930.82 and approve the final payment of $11,746.54 to MDJ Management, LLC.; and

2. Authorize the City Clerk to file a Notice of Completion with the County Recorder.

PUBLIC HEARING

Item No. 7: Receive a Report on the Status of Vacant Positions and Recruitment and Retention Efforts

The City Manager introduced the Director of Finance and Administrative Services Sikkema who provided a verbal report on the item.

Mayor Medrano opened the floor for discussion.

Mayor Pro Tem Chang asked questions of Director Sikkema.

Director Sikkema provided clarification on the question asked by Mayor Pro Tem Chang.

Mayor Medrano opened the Public Hearing and invited members of the public to speak on this item.

No public comments were made.

Mayor Medrano asked Council Members to disclose any communication with anyone relevant to the item. No communication was disclosed by a member of the City Council.

Mayor Medrano closed the Public Hearing.

A motion was made by Council Member Peat, and seconded by Council Member Strong Carnahan, to receive the report as presented.

The motion was unanimously carried by the following roll call vote:

AYES: 5 COUNCIL MEMBERS: Chang, Peat, Burke, Medrano, Strong Carnahan
NOES: 0 COUNCIL MEMBERS: None

Item No. 8: Adopt the City of Cypress and the Cypress Recreation and Park District Fiscal Year 2026-27 Budgets

The City Manager introduced the Director of Finance and Administrative Services Sikkema who provided a report on the item.

Mayor Medrano opened the floor for discussion. City Council asked questions of Director Sikkema.

Director Sikkema provided clarification on all questions asked by City Council.

Mayor Medrano opened the Public Hearing and invited members of the public to speak on this item.

Anne Mallari, Cypress, commented on Agenda Item No. 8 and requested additional clarification regarding the proposed budget.

Mayor Medrano closed the Public Hearing.

Mayor Medrano asked City Council if there were any comments on the Item.

Council Member Peat asked questions of Director Sikkema regarding the comment from Anne

Mallari. Director Sikkema provided clarification on the questions asked by Council Member Peat.

Mayor Medrano closed the discussion.

A motion was made by Council Member Burke, and seconded by Mayor Pro Tem Chang, to adopt the City of Cypress and the Cypress Recreation and Park District Fiscal Year 2026-27 budgets.

The motion was unanimously carried by the following roll call vote:

AYES: 5 COUNCIL MEMBERS: Chang, Peat, Burke, Medrano, Strong Carnahan
NOES: 0 COUNCIL MEMBERS: None

RESOLUTION NO. 7052

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS APPROVING THE ANNUAL BUDGET FOR THE FISCAL YEAR COMMENCING JULY 1, 2026 AND FIXING THE LIMITATIONS OF EXPENDITURES FOR THE SEVERAL FUNDS AND THE FUNCTIONS, DEPARTMENTS, AND ACTIVITIES CARRIED ON UNDER SUCH FUNDS.

RESOLUTION NO. 7053

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS, ACTING AS THE EX OFFICIO GOVERNING BOARD OF DIRECTORS OF THE CYPRESS RECREATION AND PARK DISTRICT, APPROVING THE DISTRICT'S ANNUAL BUDGET FOR THE FISCAL YEAR COMMENCING JULY 1, 2026 AND FIXING THE LIMITATIONS OF EXPENDITURES FOR THE SEVERAL FUNDS AND THE FUNCTIONS, DEPARTMENTS, AND ACTIVITIES CARRIED ON UNDER SUCH FUNDS.

NEW BUSINESS

Item No. 9: Adopt the FY 2026-27 to 2032-33 Seven-Year Capital Improvement Program

The City Manager introduced the Director of Public Works Mangkalakiri who provided a report on the item.

Mayor Medrano opened the floor for discussion.

City Council asked questions of Director Mangkalakiri.

Director Mangkalakiri provided clarification on all questions asked by City Council.

Council Member Burke asked questions of Director Sikkema.

Director Sikkema provided clarification on questions asked by Council Member Burke.

City Manager DeLong provided further clarification in regard to Council Member Burke's question to Director Sikkema.

A motion was made by Mayor Pro Tem Chang, and seconded by Council Member Burke, to adopt the FY-2026-2027 to 2032-33 seven-year capital improvement plan.

The motion was unanimously carried by the following electronic vote:

AYES: 5 COUNCIL MEMBERS: Chang, Peat, Burke, Medrano, Strong Carnahan
NOES: 0 COUNCIL MEMBERS: None

RESOLUTION NO. 7054

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS APPROVING THE FISCAL YEARS 2026-27 THROUGH 2032-33 SEVEN-YEAR CAPITAL IMPROVEMENT PROGRAM (CIP)

Item No. 10: Approval of Settlement Agreement in the Marquez v. City of Cypress, et al. Lawsuit

City Attorney Wynder announced that Mayor Medrano, for personal reasons, has elected to recuse himself from participation in this agenda item. Under the law of recusal, Mayor Medrano surrendered the gavel to Mayor Pro Tem Chang exited the Council Chambers.

Mayor Pro Tem Chang assumed as Chair.

Mayor Pro Tem Chang introduced the item and invited the City Attorney to provide a report.

The City Attorney provided a verbal report on the item.

Mayor Pro Tem Chang opened the floor for discussion.

Council Member Peat discussed the item and spoke in opposition to the proposed settlement agreement. Council Member Burke discussed the item and spoke in support of the proposed settlement agreement. Mayor Pro Tem Chang discussed the item and spoke in support of the

proposed settlement agreement. No further comments were made.

The City Attorney provided procedural guidance regarding approval of the settlement agreement.

A motion was made by Council Member Burke and seconded by Council Member Strong Carnahan to approve the settlement agreement and authorize the City Manager to serve as the signatory.

The motion was carried by the following electronic vote:

AYES: 5 COUNCIL MEMBERS: Chang, Burke, Strong Carnahan
NOES: 1 COUNCIL MEMBERS: Peat
RECUSAL: 1 COUNCIL MEMBERS: Medrano

Mayor Medrano returned to the Council Chambers resumed his chair on the dais.

ITEMS REMOVED FROM CONSENT CALENDAR
None.

ITEMS FROM CITY COUNCIL MEMBERS

Item No. 11: Consider the First Reading of an Ordinance Updating the Order of Business for City Council Meetings

City Clerk Berglund provided a verbal report on the item.

Council Member Peat asked a question of City Clerk Berglund.

City Clerk Berglund provided clarification and answered Council Member Peat's question.

A motion was made by Council Member Burke, and seconded by Mayor Medrano, to approve the first reading of an ordinance updating the order of business for City Council meetings.

The motion was unanimously carried by the following electronic vote:

AYES: 5 COUNCIL MEMBERS: Chang, Peat, Burke, Medrano, Strong Carnahan
NOES: 0 COUNCIL MEMBERS: None

Item No. 12: Discussion of Penalties for Illegal Fireworks Proposed by Council Member Peat

Council Member Peat provided a report on the item.

Mayor Pro Tem Chang discussed the item and expressed support while raising questions regarding its timing.

Council Member Burke discussed the item and expressed support for the concept but recommended further evaluation prior to implementation.

Mayor Medrano opened the floor for public comment.

Tim Yerian from Cypress, commented on Agenda Item No. 12 regarding the use of drone technology for illegal fireworks enforcement.

Mayor Medrano closed the discussion.

City Council discussion ensued.

A motion was made by Council Member Peat, and seconded by Mayor Pro Tem Chang, to direct staff to return with a proposed ordinance addressing illegal fireworks enforcement for Council consideration.

City Council discussion continued.

Council Member Peat provided additional clarification regarding the proposed motion.

Mayor Medrano closed the discussion.

The motion was carried by the following electronic vote:

AYES: 4 COUNCIL MEMBERS: Chang, Peat, Burke, Strong Carnahan
ABSTAIN: 1 COUNCIL MEMBERS: Medrano

COUNCIL MEMBER REPORTS FROM CITY-AFFILIATED BOARDS AND COMMITTEES AND REMARKS

Council Member Strong Carnahan:
Reported and acknowledged the original inhabitants and stewards of the land. Provided an update on efforts to secure $25,000 in relief funding from Warland Investments managing partners Hope Warschaw and Chip Robertson for residents affected by the District 5 evacuation. Praised City staff for their efforts to coordinate and distribute relief donations. Reported on a tour of Sycamore Creek Charter School and a visit to the newly opened Bandoleros Café. Expressed excitement for the summer season and thanked Parks and Recreation staff for the programs already underway, as well as upcoming Concerts in the Park and Fourth of July celebrations.

Council Member Peat:
Reported on a recent Orange County Sanitation District Board meeting, including the selection of new leadership and community outreach efforts related to the Denny and Crescent project. Reported volunteering as a reviewer for the Helen Putnam Award Program through Cal Cities, attending the annual Orange County Council of Governments Conference, and meeting with Interim Superintendent Tim McLellan regarding updates within the Cypress School District. Also highlighted local businesses, including El Zarape, where several meetings were hosted, and an upcoming sushi restaurant opening in Cypress.

Council Member Burke:
Reported on attending a recent Orange County Fire Authority Board meeting, including adoption of the agency's budget, and the OCFA Best and Bravest Awards recognizing outstanding firefighters and personnel. Also thanked the City staff, particularly the City Manager and Public Works Director, for their responsiveness in addressing resident concerns and inquiries.

Mayor Pro Tem Chang:
Reported on attending the Clean Air OC World No Tobacco Day cleanup event at Oak Knoll Park, where approximately 20 community members participated, and the Margaret Landell Elementary School Open House.

Mayor Medrano:
Reported attending the California Mayors Reception on May 30, 2026, the Construction Management Association Awards on May 27, 2026, where Arnold Cypress Park received recognition, and serving pancakes as part of Kiwanis at the Margaret Landell Elementary School pancake breakfast. He also recognized Target Cypress for its response efforts during the Memorial Day weekend evacuation, including the delivery of approximately 25,000 essential supplies to Red Cross distribution hubs and

evacuation shelters throughout Orange County.

COUNCIL MEMBER ITEMS FOR FUTURE CONSIDERATION

Council Member Strong Carnahan requested future consideration of formal City recognition for Warland Investments in appreciation of its donation supporting residents affected by the District 5 evacuation. Council Member Burke expressed support for the item.

Council Member Peat expressed support for a future presentation recognizing organizations and community partners that assisted residents during the Memorial Day weekend evacuation efforts.

Council Member Peat requested future consideration of a proclamation recognizing the City of Cypress' 70th Anniversary and the Nation's 250th Anniversary. Council Member Burke expressed support for the item.

Council Member Burke requested future consideration of a presentation regarding updates to e-bike laws, regulations, and enforcement. Mayor Pro Tem Chang expressed support for the item.

City Manager DeLong summarized the requests, noting multiple Council Members' support for each item, and confirmed that the items would be placed on a future agenda.

CITY MANAGER REMARKS

None.

The City Council recessed to Closed Session at 8:04 p.m. to continue discussion on the third closed session item regarding the City Manager's 90-day performance evaluation.

ADJOURNMENT

The meeting adjourned at 8:32 p.m.

_____

MAYOR OF THE CITY OF CYPRESS

ATTEST:

_____

CITY CLERK OF THE CITY OF CYPRESS

SPECIAL MEETING
CYPRESS CITY COUNCIL
June 10, 2026

A special meeting of the Cypress City Council was called to order at 5:00 p.m. by Mayor Medrano in the Executive Board Room at City Hall, 5275 Orange Avenue, Cypress, California.

ROLL CALL
Cypress City Council, also acting as the Ex-Officio Governing Board of Directors of the Cypress Recreation and Park District

Mayor Leo Medrano
Mayor Pro Tem Kyle Chang
Council Member Bonnie Peat
Council Member David Burke
Council Member Rachel Strong Carnahan

STAFF PRESENT
City Manager Shannon DeLong
City Clerk Lisa Berglund

ORAL COMMUNICATIONS
No public comments were offered.

DISCUSSION
The City Council conducted applicant interviews in consideration of the following upcoming Commission vacancies:

- Recreation and Community Services Commission – Two Vacancies
- Senior Citizens Commission – Two Vacancies
- Traffic Commission – One Vacancy

No action was taken.

ADJOURNMENT
Mayor Medrano adjourned the meeting at 7:57 p.m.

_____
MAYOR OF THE CITY OF CYPRESS

ATTEST:

_____
CITY CLERK OF THE CITY OF CYPRESS

SPECIAL MEETING
CYPRESS CITY COUNCIL
June 23, 2026

A special meeting of the Cypress City Council was called to order at 5:00 p.m. by Mayor Medrano in the Executive Board Room at City Hall, 5275 Orange Avenue, Cypress, California.

ROLL CALL
Cypress City Council, also acting as the Ex-Officio Governing Board of Directors of the Cypress Recreation and Park District

Mayor Leo Medrano
Mayor Pro Tem Kyle Chang
Council Member Bonnie Peat
Council Member David Burke
Council Member Rachel Strong Carnahan

STAFF PRESENT
City Clerk Lisa Berglund

ORAL COMMUNICATIONS
No public comments were offered.

DISCUSSION
The City Council conducted applicant interviews in consideration of the following upcoming Commission vacancies:

- Recreation and Community Services Commission – Two Vacancies
- Senior Citizens Commission – Two Vacancies
- Traffic Commission – One Vacancy

No action was taken.

ADJOURNMENT
Mayor Medrano adjourned the meeting at 5:53 p.m.

_____
MAYOR OF THE CITY OF CYPRESS

ATTEST:

_____
CITY CLERK OF THE CITY OF CYPRESS

REGULAR MEETING
CYPRESS CITY COUNCIL
JUNE 23, 2026
6:00 P.M. - General Session

A regular meeting of the Cypress City Council was called to order at 6:00 p.m. by Mayor Medrano in the Council Chambers, 5275 Orange Avenue, Cypress, California.

ROLL CALL
Cypress City Council, also acting as the Ex-Officio Governing Board of Directors of the Cypress Recreation and Park District

Mayor Leo Medrano
Mayor Pro Tem Kyle Chang
Council Member Bonnie Peat
Council Member David Burke
Council Member Rachel Strong Carnahan

STAFF PRESENT
Acting City Manager and Director of Recreation and Community Services Jeff Draper
City Attorney William Wynder
City Clerk Lisa Berglund
Deputy City Clerk Ruthie Marroquin
Director of Finance and Administrative Services Stephanie Sikkema
Director of Public Works Nick Mangkalakiri
Chief of Police Mark Lauderback
Planning Director Alicia Velasco
Senior Management Analyst Jason Machado

INVOCATION Father Mark Cruz, St. Irenaeus Church, led the invocation.

PLEDGE OF ALLEGIANCE Mayor Medrano led the Pledge of Allegiance.

PRESENTATIONS

Brian Brannon, a representative from Orange County Mosquito and Vector Control, provided a presentation on Mosquito Awareness.

The City Council recognized volunteers and donors for the Temporary Evacuation Center and Incident Command.

The City Council recognized Warland Investments for a donation made to ease evacuation recovery.

ORAL COMMUNICATIONS

Nancy Kyllingstad, Cypress, spoke regarding Agenda Item No. 16.

CONSENT CALENDAR
All matters listed on the Consent Calendar are to be approved with one motion unless a Council Member requests separate action on a specific item.

Mayor Medrano asked if any Council Member wished to pull an item from the Consent Calendar.

Mayor Medrano opened the floor for public comment.

Glenn Button, Cypress, spoke regarding Agenda Items No. 7,8,9 and on New Business Agenda Item No. 16.

Mayor Medrano closed the discussion.

A motion was made by Council Member Rachel Strong Carnahan, and seconded by Mayor Pro Tem Chang, to approve Consent Calendar items No. 1 through 14.

The motion was unanimously carried by the following electronic vote:

AYES: 5 COUNCIL MEMBERS: Chang, Peat, Burke, Medrano, Strong Carnahan
NOES: 0 COUNCIL MEMBERS: None

Item No. 1: Adopt Resolutions to Hold a General Municipal Election on November 3, 2026

ACTION:

1. Adopt a Resolution calling a General Municipal Election on Tuesday, November 3, 2026, for the election of certain officers as required by the City Charter; and
2. Adopt a Resolution requesting the Board of Supervisors of the County of Orange to consolidate a General Municipal Election to be held on Tuesday, November 3, 2026, with the Statewide General Election to be held on the same date pursuant to Elections Code §10403; and Instruct the City Clerk to Notify the County Clerk of the Orange County Board of Supervisors of such adoption;
3. Adopt a Resolution adopting regulations for candidates for elective office pertaining to candidates' statements submitted to the voters at an election to be held on Tuesday, November 3, 2026.

RESOLUTION NO. 7055

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS, CALIFORNIA, CALLING FOR THE HOLDING OF A GENERAL MUNICIPAL ELECTION TO BE HELD ON TUESDAY, NOVEMBER 3, 2026, FOR THE ELECTION OF CERTAIN OFFICERS AS REQUIRED BY THE PROVISIONS OF THE CITY CHARTER

RESOLUTION NO. 7056

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS, CALIFORNIA, REQUESTING THE BOARD OF SUPERVISORS OF THE COUNTY OF ORANGE TO CONSOLIDATE A GENERAL MUNICIPAL ELECTION TO BE HELD ON NOVEMBER 3, 2026, WITH THE STATEWIDE GENERAL ELECTION TO BE HELD ON THE SAME DATE PURSUANT TO § 10403 OF THE ELECTIONS CODE.

RESOLUTION NO. 7057

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS, CALIFORNIA, ADOPTING REGULATIONS FOR CANDIDATES FOR ELECTIVE OFFICE PERTAINING TO CANDIDATES STATEMENTS SUBMITTED TO THE VOTERS AT AN ELECTION TO BE HELD ON NOVEMBER 3, 2026

Item No. 2: Resolution Terminating the Proclamation of a Local Emergency

ACTION:

Approve a Resolution Terminating the Local Emergency Proclamation initially Declared on May 22, 2026 and ratified on May 26, 2026.

RESOLUTION NO. 7058

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS, CALIFORNIA, TERMINATING THE STATE OF LOCAL EMERGENCY

Item No. 3: Second Reading of Ordinance No. 1232 Updating the Order of Business for City Council Meetings

ACTION:

Approve and Adopt the Second Reading and Adopt Ordinance No. 1232 by Title Only and Waive Further Reading, Amending the Cypress Municipal Code Section 2-2.9 updating the Order of Business for City Council meetings.

ORDINANCE NO. 1232

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CYPRESS, CALIFORNIA, AMENDING SECTION 2-2.9 OF THE CYPRESS MUNICIPAL CODE RELATING TO THE ORDER OF BUSINESS AT CITY COUNCIL MEETINGS

Item No. 4: Receive an Update on the Strategic Plan Objectives

ACTION:

Receive an update on the Strategic Plan objectives.

Item No. 5: Receive and File the Investment Report for the Month Ended May 31, 2026

ACTION:

Receive and file the attached investment report.

Item No. 6: Receive and File Register of Warrants, Transfers, and Wires Issued for the Period of May 9, 2026 through June 5, 2026

ACTION:
Receive and File the Attached Payment Register Summarized Below for the Period of May 9, 2026 through June 5, 2026:

- Electronic Funds Transfers 19568 through 19643
- Warrants 70591 through 70776
- Payroll Transfers W1583 through W1584

Item No. 7: Approve Classification Specifications for Assistant to the City Manager, Community Development Director and Community Development Manager

ACTION:

Approve the Classification Specifications for Assistant to the City Manager, Community Development Director and Community Development Manager

Item No. 8: Receive and File FY 2026-27 Employee Pay Schedules for the Cypress Employees' Association, the Maintenance Employees' Association, and the Police Management Association

ACTION:

Receive and file employee pay schedules effective July 3, 2026 for the Cypress Employees' Association (CEA), the Cypress Maintenance Employees' Association (MEA), and the Police Management Association (PMA).

Item No. 9: Adopt Resolutions Establishing Salary for Executive Management, Mid-Management and Confidential Employees

ACTION:

1. Adopt a Resolution establishing salary ranges for Executive Management positions; and
2. Adopt a Resolution establishing salary ranges for Mid-Management positions; and
3. Adopt a Resolution establishing salary ranges for Confidential positions.

RESOLUTION NO.7059

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS, AND ACTING AS EX-OFFICIO GOVERNING BOARD OF DIRECTORS OF THE CYPRESS RECREATION AND PARK DISTRICT, AMENDING RESOLUTION NO. 6966 ESTABLISHING SALARY RANGES FOR EXECUTIVE MANAGEMENT POSITIONS

RESOLUTION NO.7060

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS, AND ACTING AS EX-OFFICIO GOVERNING BOARD OF DIRECTORS OF THE CYPRESS RECREATION AND PARK DISTRICT, AMENDING RESOLUTION NO. 7004 ESTABLISHING SALARY RANGES FOR MID-MANAGEMENT POSITIONS

RESOLUTION NO.7061

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS, AND ACTING AS EX OFFICIO GOVERNING BOARD OF DIRECTORS OF THE CYPRESS RECREATION AND PARK DISTRICT AMENDING RESOLUTION NO. 7005 ESTABLISHING SALARY RANGES AND BENEFITS FOR CONFIDENTIAL POSITIONS

Item No. 10: Approve the Measure M2 Program Eligibility Submittal Package for Fiscal Year 2026-27

ACTION:

1. Approve the Measure M2 program eligibility submittal package for Fiscal Year 2026-27; and
2. Adopt a Resolution adopting the Local Signal Synchronization Plan for the Measure M2 Program.

RESOLUTION NO.7062

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS CONCERNING THE STATUS AND UPDATE OF THE LOCAL SIGNAL SYNCHRONIZATION PLAN FOR THE MEASURE M (M2) PROGRAM

Item No. 11: Approve Annual Task Order for On-Call Traffic Engineering Services, Construction Management, and Inspection Services.

ACTION:

1. Approve a Task Order to Linscott, Law & Greenspan Engineers (LLG) to provide City Traffic Engineer services for the period of July 1, 2026 through June 30, 2027; and
2. Approve a Task Order to FCG Consultants, Inc. (FCG) to provide public works construction management and inspection services for the period of July 1, 2026 through June 30, 2027; and
3. Authorize the City Manager to approve and amend annual task orders, in an amount not to exceed the adopted annual budget for City Traffic Engineer and Public Works construction management and inspection services.

Item No. 12: Accept the Police Department Shooting Range Improvements, Project 422

ACTION:

1. Accept the Police Department Shooting Range Improvements, Project 422, in the amount of $94,250 and approve the final payment of $4,712.50 to Hunter Consulting, Inc., dba HCI Environmental & Engineering Service; and
2. Authorize the City Clerk to file a Notice of Completion with the County Recorder.

Item No. 13: Accept the Replacement of the Picnic Area Shade Structure at Maple Grove Park South, Project 399

ACTION:

1. Accept the replacement of the picnic area shade structure at Maple Grove Park South, Project 399, in the amount of $79,950 and approve the final payment of $3,997.50 to Landmark Associated Builders, Inc.; and
2. Authorize the City Clerk to file a Notice of Completion with the County Recorder.

Item No. 14: Approve the Purchase of a Sewer Jetter Trailer and Replacement Sewer Vacuum Trailer

ACTION:

1. Approve the purchase of a sewer jetter trailer for $90,153.75, plus a 5% contingency, from Haaker Municipal; and
2. Approve the purchase of a replacement sewer vacuum trailer for $106,755.13, plus a 5% contingency, from Maniar and Company.

NEW BUSINESS

Item No. 15: Appoint City Commissioners and Affirm Current Boards, Commissions and Committees Policy Manual

Acting City Manager Draper, introduced City Clerk Berglund, who provided a verbal report on the item.

Acting City Manager Draper, announced the recommended appointments for City Commissioners and Alternates.

Recreation and Community Services	Senior Citizens Commission	Traffic Commission	Commission Alternates
Jeff Dronkers	Claudia Nessary	Catherine	Abhinv Pande
Sukrit Mukherjee	Cheryl Bhence	Youngerman	Vernon Miller
			Lom Ho
			Anthony Adams

A motion was made by Council Member Peat, and seconded by Council Member Strong Carnahan, to appoint City Commissioners and affirm the current Boards, Commissions, and Committees Policy Manual.

The motion was unanimously carried by the following electronic vote:

AYES: 5 COUNCIL MEMBERS: Chang, Peat, Burke, Medrano, Strong Carnahan
NOES: 0 COUNCIL MEMBERS: None

RESOLUTION NO. 7063

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS, AND ACTING AS EX-OFFICIO GOVERNING BOARD OF DIRECTORS OF THE CYPRESS RECREATION AND PARK DISTRICT, REAFFIRMING THE TWELFTH EDITION OF THE BOARDS, COMMISSIONS AND COMMITTEES POLICY MANUAL

Item No. 16: First Reading of an Ordinance Amending Section 17-52 of the Municipal Code related to the Illegal Discharge of Fireworks by Adding Section 17-52.01 (Social Host Liability), Section 17-52.02 (Penalties for Violation), Section 17-52.03 (Enforcement & Citation Issuance), Section 17-52.04 (Right to Appeal), and Section 17-52.05 (Cost Recovery)

Acting City Manager Draper, introduced City Attorney Wynder, who provided a verbal report on the item.

Mayor Pro Tem Chang provided comments regarding the item.

City Attorney Wynder provided clarification regarding the ordinance.

Mayor Pro Tem Chang asked questions of Chief of Police Lauderback.

Chief Lauderback responded to Mayor Pro Tem Chang's questions.

Council Members Peat and Burke also provided comments on the item and asked questions of Chief Lauderback.

Chief Lauderback provided clarification in response to all the Council Members' questions.

City Council discussion ensued.

Mayor Medrano closed the discussion.

A motion was made by Council Member Peat, and seconded by Mayor Pro Tem Chang, to introduce the first reading of an ordinance amending Section 17-52 of the Municipal Code related to the illegal discharge of fireworks, interlineating the penalty provisions modified to establish fines of $2,000 for a first violation, $4,000 for a second violation, and $6,000 for a third violation.

The motion was unanimously carried by the following electronic vote:

AYES: 5 COUNCIL MEMBERS: Chang, Peat, Burke, Medrano, Strong Carnahan
NOES: 0 COUNCIL MEMBERS: None

City Attorney Wynder stated that the amended ordinance would be brought back to the next City Council meeting for second reading and adoption.

ITEMS REMOVED FROM CONSENT CALENDAR
None.

ITEMS FROM CITY COUNCIL MEMBERS
None.

COUNCIL MEMBER REPORTS FROM CITY-AFFILIATED BOARDS AND COMMITTEES AND REMARKS

Council Member Strong Carnahan:
Acknowledged the original inhabitants and stewards of the land. She reported attending graduation ceremonies during the weekend of June 13, noting the graduates' perspectives on the future, artificial intelligence, and entering the workforce. On June 14, she attended a meeting with the board of Peer 1 on 1, an organization that supports youth and young adults with autism. On June 15, she attended the kickoff meeting for a local apprenticeship program focused on peer leadership and mentorship, which will partner with Peer 1 on 1 to support autism education. On June 19, she attended a Juneteenth celebration and expressed her appreciation for the opportunity to learn more about the holiday and support unity within the community.

Council Member Peat:
Thanked the City Council for approving the fireworks ordinance and expressed appreciation to the residents who attended and spoke during oral communications. She reported attending the City Commissioner interviews and the North Orange County Community College breakfast, where city officials and business leaders discussed workforce needs and opportunities to strengthen partnerships between colleges, communities, and businesses. She also attended the Concert on the Green and commended the event and the national anthem performance. On June 21, she participated in a construction tour of the new Olson Homes development on Lincoln Avenue. She reported significant community interest in both the Madera Walk and Tierra Walk developments, including

strong demand for the affordable housing units.

Council Member Burke:
Thanked all applicants for the City Commissioner vacancies and congratulated those who were appointed, encouraging those not selected to apply for future openings. He reported attending an Orange County Fire Authority Budget Subcommittee meeting and a League of California Cities Division meeting, where discussions focused on lessons learned from the Regional Housing Needs Assessment (RHNA) process and preparations for the upcoming housing cycle.

Mayor Pro Tem Chang:
Reported attending an Orange County Mosquito and Vector Control District Board meeting, where updates were provided on mosquito activity and West Nile virus in Orange County. He noted that Cypress is considered a high-risk area for mosquito activity and encouraged residents to eliminate standing water and report mosquito concerns to the Orange County Mosquito and Vector Control District. He also reported attending the Concert on the Green.

Mayor Medrano:
Reported attending the Senior Resource Fair and assisting with the Kiwanis Pancake Breakfast on June 12. On June 13, he participated in the Kiwanis book distribution at King Elementary School. On June 17, he attended the North Orange County Community College Breakfast. On June 19, he kicked off the Concerts on the Green event and assisted at the Kiwanis booth preparing food. On June 20, he attended the grand opening of the Korean American Special Education Center and the grand opening of a new restaurant in Cypress called Bushfire Kitchen. He also participated in the City Commissioner interviews held on June 10 and June 23**,** and congratulated those who were appointed and thanked all applicants who participated in the process.

COUNCIL MEMBER ITEMS FOR FUTURE CONSIDERATION
None.

CITY MANAGER REMARKS
Acting City Manager Draper announced upcoming community events, including the continuation of the Concerts on the Green series on June 26 featuring the band ACME Time Machine, and the Salute to America celebration on July 3 at Cypress Community College commemorating America's 250th anniversary and the City of Cypress's 70th anniversary.

City Attorney Wynder concluded the meeting with congratulatory remarks regarding one of the newly appointed commissioners.

ADJOURNMENT
Mayor Medrano adjourned the Regular Meeting at 7:15 p.m. to an adjourned Regular Meeting, to be held on Tuesday, July 14, 2026, beginning at 5:30 p.m. in the Executive Board Room.

_____
MAYOR OF THE CITY OF CYPRESS

ATTEST:

_____
CITY CLERK OF THE CITY OF CYPRESS

CITY OF CYPRESS

CITY COUNCIL REPORT

City Council Regular **2.**

FROM: William Wynder, City Attorney

DATE: 07/14/2026

SUBJECT: **Second Reading of Ordinance No. 1234 Amending Section 17-52 of the Municipal Code related to the Illegal Discharge of Fireworks by Adding Section 17-52.01 (Social Host Liability), Section 17-52.02 (Penalties for Violation), Section 17-52.03 (Enforcement & Citation Issuance), Section 17-52.04 (Right to Appeal), and Section 17-52.05 (Cost Recovery)**

RECOMMENDATION

Approve the second reading and adopt Ordinance No. 1234 by title only and waive further reading, amending Section 17-52 of the Municipal Code related to the Illegal discharge of fireworks by adding Section 17-52.01 (Social Host Liability), Section 17-52.02 (Penalties for Violation), Section 17-52.03 (Enforcement & Citation Issuance), Section 17-52.04 (Right to Appeal), and Section 17-52.05 (Cost Recovery).

DISCUSSION

On June 23, 2026, the City Council approved 5-0 the first reading of Ordinance No. 1234 amending Section 17-52 of the Municipal Code related to the Illegal discharge of fireworks by adding Section 17-52.01 (Social Host Liability), Section 17-52.02 (Penalties for Violation), Section 17-52.03 (Enforcement & Citation Issuance), Section 17-52.04 (Right to Appeal), and Section 17-52.05 (Cost Recovery).

If adopted, the ordinance would 1) create a "social host" category for a person(s) that may be held liable for the discharge of fireworks on their property (under a new Section, 17-52.01) and 2) increase the penalties for discharge of fireworks (under a new Section 17-52.02), as follows:

- Fines for the discharge of fireworks would be increased from $1,000 per violation, to $2,000 for a first violation, $4,000 for a second violation, and $6,000 for a third violation and each subsequent violation within a 36-month period; and
- Fines for any "social host" that allows the discharge of fireworks on their property would be established at $2,000 for a first violation, $4,000 for a second violation, and $6,000 for a third violation and each subsequent violation within a 36-month period.

These amounts were amended by City Council during the first reading at the June 23 City Council meeting. The changes are reflected in the attached redlined version of the ordinance.The proposed ordinance would also add section 17-52.03 related to the enforcement and citation process, section 17-52.04 related to the right to appeal citations, and Section 17-52.05 related to cost recovery in instances of an administrative hearing.

If approved, the ordinance will go into effect 30 days following the second reading. Assuming the second reading is approved on July 14, 2026, the ordinance would become effective on August 13, 2026.

BUDGET IMPACT

There is no direct budget impact associated with the recommendation. Additional fine revenue may be realized with the increased fine schedule; however, this amount is difficult to estimate at this point.

LEGAL REVIEW

The attached Ordinance was drafted and approved by the City Attorney's office.

APPROVED BY: Shannon DeLong, City Manager

Attachments

Ordinance No. 1234

Ordinance No. 1234 Redline

ORDINANCE NO. 1234

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CYPRESS, CALIFORNIA, ADDING SECTIONS 17-52.01 (SOCIAL HOST LIABILITY), 17-52.02 (PENALTIES FOR VIOLATION), 17-52.03 (ENFORCEMENT & CITATION ISSUANCE), 17-52.04 (RIGHT TO APPEAL) AND 17-51.05 (COST RECOVERY) TO CHAPTER 17 (OFFENSES) AND SECTION 17-52 (FIREWORKS SALE, DISTRIBUTION, AND DISCHARGE THEREOF PROHIBITED) OF THE CYPRESS MUNICIPAL CODE

R E C I T A L S

WHEREAS, the City of Cypress ("City") is a California charter city with plenary authority over all “municipal affairs,” and the broad “police powers” vested by California's Constitution, pursuant to which it may make and enforce laws necessary to protect and preserve the health, safety, and welfare of residents; and

WHEREAS, consistent with that authority and the City's police powers set forth under the California Constitution Article XI, Section 7 and Health & Safety Code § 12541, the City has authority to prohibit the sale, distribution and discharge of fireworks within the City; and

WHEREAS, Chapter 17 (Offenses) and Section 17-52 (firework; sale, distribution, and discharge thereof prohibited) of the Cypress Municipal Code ("CMC"), prohibits the sale, distribution, and discharge of fireworks within the City.

WHEREAS, despite the City's prohibition on the sale, distribution and discharge of fireworks in Section 17-52, the City has observed increased incidents and received an increased number of citizen complaints relating to fireworks in recent years, with observations and complaints associated with excessive noise levels, damage to property, risks the health and safety of residents, creating a fire hazard, and straining the resources of law enforcement officers while simultaneously diverting the resources of emergency personnel from other priorities.

WHEREAS, the Council of the City of Cypress ("City Council") finds it necessary and appropriate to enact this Ordinance to implement administrative fines associated with violations of Section 17-52 of Chapter 17 of the CMC to protect and preserve the public peace, health, and safety of the community.

O R D I N A N C E

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CYPRESS DOES HEREBY ORDAIN AS FOLLOWS**:**

SECTION 1. The facts set forth in the Recitals are true and correct, and incorporated into this Ordinance as substantive findings.

SECTION 2. Section 17-52.01 ("Social host liability") is hereby added to Chapter 17 to read in its entirety as follows (new text in ***bold italics***):

"§ 17-52.01 Social host prohibited liability.

A. It shall be unlawful for any social host to allow, by invitation or consent, which consent may be implied given surrounding facts and circumstances such as repeated conduct, violations of Section 17-52 to occur or otherwise take place on his or her private property;

B. As used in this section, a "social host" means a person or persons with a right of possession of the residence or other private property at which fireworks are sold, offered to be sold, possessed, stored, used, ignited or discharged, including, but not limited to: (1) any owner of the residence or other private property-meaning the record owner of the title to property as of the time of the possession, storage, sale, use, ignition or discharge, wherever that person or entity resides at that time; (2) a tenant or lessee of the residence or other private property at the time when the illegal fireworks are possessed, stored, sold, used, ignited, or discharged; (3) the person(s) in charge of the residence or other private property at the time when fireworks are possessed, stored, sold, used, ignited or discharged; and (4) the person(s) who organizes, supervises, officiates, conducts or controls the gathering or any other person(s) accepting responsibility for such gatherings where fireworks are possessed. A social host need not be present at the time illegal fireworks are possessed, stored, sold, used, ignited or discharged for the city to impose penalties. Prior knowledge of the possession, storage, sale, use, ignition or discharge is not a pre-requisite to a finding that any specific individual is a social host as defined by this section."

SECTION 3. Section 17-52.02 ("Penalties for Violation") is hereby added to Chapter 17 to read in its entirety as follows (new text in ***bold italics***):

"17-52.02 Penalties for Violation.

A. Any person found in violation of this Chapter shall be guilty of a misdemeanor and may be issued an administrative citation that is punishable by an administrative fine in the amount of $2,000 for a

first violation; $4,000 for a second violation occurring within a thirty-six-month period; and $6,000 for each additional violation occurring within a thirty-six-month period.

B. Notwithstanding subsection A., any person found to be in violation of Section 17-52.01 (social host prohibited) shall be guilty of a misdemeanor and may be issued an administrative citation that is punishable by administrative fine in the amount of 2,000 for a first violation; $4,000 for a second violation occurring within a thirty-six-month period; and $6,000 for each additional violation occurring within a thirty-six-month period.

C. In addition to administrative fines, any person found in violation of this Chapter shall be responsible for reimbursement or payment of all expenses, costs, and/or fees associated with the safe disposal of all confiscated fireworks.

D. In the event that a "juvenile" (defined as any person under the age of eighteen) is found in violation of this chapter, then the parents or guardians of that juvenile shall be jointly and severally liable for any administrative fines, expenses, costs, or fees incurred or imposed. At the discretion of the city attorney or city prosecutor, community service hours may be served in lieu of the payment of penalties for violations by a juvenile.

E. The remedies set forth in this section are in addition to all other legal and equitable remedies, administrative, criminal or civil, available to the City to address violations of this chapter or California law."

SECTION 4. Section 17-52.03 ("Enforcement & Citation Issuance") is hereby added to Chapter 17 to read in its entirety as follows (new text in ***bold italics***):

"Enforcement Officers, including the Cypress Police Department, are authorized to issue administrative citations to the responsible party or property owner. Observed violations may be cited in person or, when identifying the person discharging the fireworks is impractical, the citation may be mailed to the property owner of record as identified by County tax assessment records."

SECTION 5. Section 17-52.04 ("Right to Appeal") is hereby added to Chapter 17 to read in its entirety as follows (new text in ***bold italics***):

"A. Right to Appeal: Any person who receives an administrative citation for violation of Section 17-52 or 17-52.01 may contest such citation or the imposed fees in Section 17-52.02 by filing a written Request for Hearing with the City Clerk no later than ten (10) calendar days from the date such citation was served in person or not later than thirteen (13) calendar days if such citation was served by mail.

B. Hearing Officer: The City Manager or designee shall appoint an impartial Hearing Officer to conduct the appeal hearing. The Hearing Officer shall not be the investigating police officer, enforcing code official, or any employee of the City's Police Department.

D. Hearing Procedures: The hearing shall be conducted within ten (10) calendar days of the City Clerk's actual receipt of the Request for Hearing. The cited party and the City shall have the opportunity to present evidence and witnesses. The technical rules of evidence do not apply. The hearing officer must admit any relevant evidence, including hearsay, if it is the type of evidence that reasonable and prudent people rely on in the conduct of serious affairs.

E. Hearing Officer's Decision: The Hearing Officer shall issue a written decision within 10 calendar days of the hearing, which shall include findings of fact. If the citation is upheld, the fine and any associated fees must be paid within 30 days of the written decision

F. Judicial Review: The decision of the Hearing Officer shall be final. Any person aggrieved by the decision may seek judicial review in the Orange County Superior Court in accordance with Government Code § 53069.4(b)(1)."

SECTION 6. Section 17-52.05 ("Cost Recovery") is hereby added to Chapter 17 to read in its entirety as follows (new text in ***bold italics***):

"***A. City Cost Recovery. If the administrative hearing officer upholds the citation in whole or in part, the city shall be entitled to recover all actual costs incurred in connection with the administrative appeal proceeding.***

B. Definition of Costs. For purposes of this section, administrative appeal costs include, but are not limited to:

- ***Staff time spent preparing for and attending the hearing.***
- ***Hearing officer fees and expenses.***
- ***Legal counsel fees and costs.***
- ***Costs of producing documentary or physical evidence.***

C. Collection. The city shall itemize its costs and serve a statement of costs on the party cited or appealing a citation. The party cited or appealing a citation shall pay the city such costs within thirty (30) days of the award of same. Unpaid costs may be collected by any legal means, including as a lien against the property where the violation occurred.

D. No Reciprocal Recovery. Under no circumstances shall a party cited or appealing a citation be entitled to recover attorney's fees, costs, or expenses from the city, regardless of the outcome of the appeal proceeding."

SECTION 7. CEQA. Adoption of this Ordinance is not a project within the meaning of Section 15378 of the CEQA Guidelines in that it (a) is an ordinance of general policy and procedure and does not constitute a project within the meaning of CEQA and (b) has no potential for resulting in either a direct or a reasonably foreseeable indirect physical change in the environment.

SECTION 8. Severability. The City Council declares that, should any provision, section, paragraph, sentence or word of this Ordinance be rendered or declared invalid by any final court action in a court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences and words of this Ordinance shall remain in full force and effect.

SECTION 9. This Ordinance shall take effect 30 days after its passage and adoption pursuant to Government Code § 36937.

SECTION 10. The City Clerk shall certify to the passage of the Ordinance and shall cause the same to be posted in the manner required by law.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CYPRESS, CALIFORNIA, ADDING SECTIONS 17-52.01 (SOCIAL HOST LIABILITY), 17-52.02 (PENALTIES FOR VIOLATION), 17-52.03 (ENFORCEMENT & CITATION ISSUANCE), 17-52.04 (RIGHT TO APPEAL) AND 17-51.05 (COST RECOVERY) TO CHAPTER 17 (OFFENSES) AND SECTION 17-52 (FIREWORKS SALE, DISTRIBUTION, AND DISCHARGE THEREOF PROHIBITED) OF THE CYPRESS MUNICIPAL CODE

R E C I T A L S

WHEREAS, the City of Cypress ("City") is a California charter city with plenary authority over all “municipal affairs,” and the broad “police powers” vested by California's Constitution, pursuant to which it may make and enforce laws necessary to protect and preserve the health, safety, and welfare of residents; and

WHEREAS, consistent with that authority and the City's police powers set forth under the California Constitution Article XI, Section 7 and Health & Safety Code § 12541, the City has authority to prohibit the sale, distribution and discharge of fireworks within the City; and

WHEREAS, Chapter 17 (Offenses) and Section 17-52 (firework; sale, distribution, and discharge thereof prohibited) of the Cypress Municipal Code ("CMC"), prohibits the sale, distribution, and discharge of fireworks within the City.

WHEREAS, despite the City's prohibition on the sale, distribution and discharge of fireworks in Section 17-52, the City has observed increased incidents and received an increased number of citizen complaints relating to fireworks in recent years, with observations and complaints associated with excessive noise levels, damage to property, risks the health and safety of residents, creating a fire hazard, and straining the resources of law enforcement officers while simultaneously diverting the resources of emergency personnel from other priorities.

WHEREAS, the Council of the City of Cypress ("City Council") finds it necessary and appropriate to enact this Ordinance to implement administrative fines associated with violations of Section 17-52 of Chapter 17 of the CMC to protect and preserve the public peace, health, and safety of the community.

O R D I N A N C E

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CYPRESS DOES HEREBY ORDAIN AS FOLLOWS**:**

SECTION 1. The facts set forth in the Recitals are true and correct, and incorporated into this Ordinance as substantive findings.

SECTION 2. Section 17-52.01 ("Social host liability") is hereby added to Chapter 17 to read in its entirety as follows (new text in ***bold italics***):

"§ 17-52.01 Social host prohibited liability.

A. It shall be unlawful for any social host to allow, by invitation or consent, which consent may be implied given surrounding facts and circumstances such as repeated conduct, violations of Section 17-52 to occur or otherwise take place on his or her private property;

B. As used in this section, a "social host" means a person or persons with a right of possession of the residence or other private property at which fireworks are sold, offered to be sold, possessed, stored, used, ignited or discharged, including, but not limited to: (1) any owner of the residence or other private property-meaning the record owner of the title to property as of the time of the possession, storage, sale, use, ignition or discharge, wherever that person or entity resides at that time; (2) a tenant or lessee of the residence or other private property at the time when the illegal fireworks are possessed, stored, sold, used, ignited, or discharged; (3) the person(s) in charge of the residence or other private property at the time when fireworks are possessed, stored, sold, used, ignited or discharged; and (4) the person(s) who organizes, supervises, officiates, conducts or controls the gathering or any other person(s) accepting responsibility for such gatherings where fireworks are possessed. A social host need not be present at the time illegal fireworks are possessed, stored, sold, used, ignited or discharged for the city to impose penalties. Prior knowledge of the possession, storage, sale, use, ignition or discharge is not a pre-requisite to a finding that any specific individual is a social host as defined by this section."

SECTION 3. Section 17-52.02 ("Penalties for Violation") is hereby added to Chapter 17 to read in its entirety as follows (new text in ***bold italics***):

"17-52.02 Penalties for Violation.

A. Any person found in violation of this Chapter shall be guilty of a misdemeanor and may be issued an administrative citation that is punishable by an administrative fine in the amount of $21,000 for a

first violation; $42,000 for a second violation occurring within a thirty-six-month period; and $63,000 for each additional violation occurring within a thirty-six-month period.

B. Notwithstanding subsection A., any person found to be in violation of Section 17-52.01 (social host prohibited) shall be guilty of a misdemeanor and may be issued an administrative citation that is punishable by administrative fine in the amount of 21,000 for a first violation; $42,000 for a second violation occurring within a thirty-six-month period; and $63,000 for each additional violation occurring within a thirty-six-month period.

C. In addition to administrative fines, any person found in violation of this Chapter shall be responsible for reimbursement or payment of all expenses, costs, and/or fees associated with the safe disposal of all confiscated fireworks.

D. In the event that a "juvenile" (defined as any person under the age of eighteen) is found in violation of this chapter, then the parents or guardians of that juvenile shall be jointly and severally liable for any administrative fines, expenses, costs, or fees incurred or imposed. At the discretion of the city attorney or city prosecutor, community service hours may be served in lieu of the payment of penalties for violations by a juvenile.

E. The remedies set forth in this section are in addition to all other legal and equitable remedies, administrative, criminal or civil, available to the City to address violations of this chapter or California law."

SECTION 4. Section 17-52.03 ("Enforcement & Citation Issuance") is hereby added to Chapter 17 to read in its entirety as follows (new text in ***bold italics***):

"Enforcement Officers, including the Cypress Police Department, are authorized to issue administrative citations to the responsible party or property owner. Observed violations may be cited in person or, when identifying the person discharging the fireworks is impractical, the citation may be mailed to the property owner of record as identified by County tax assessment records."

SECTION 5. Section 17-52.04 ("Right to Appeal") is hereby added to Chapter 17 to read in its entirety as follows (new text in ***bold italics***):

"A. Right to Appeal: Any person who receives an administrative citation for violation of Section 17-52 or 17-52.01 may contest such citation or the imposed fees in Section 17-52.02 by filing a written Request for Hearing with the City Clerk no later than ten (10) calendar days from the date such citation was served in person or not later than thirteen (13) calendar days if such citation was served by mail.

B. Hearing Officer: The City Manager or designee shall appoint an impartial Hearing Officer to conduct the appeal hearing. The Hearing Officer shall not be the investigating police officer, enforcing code official, or any employee of the City's Police Department.

D. Hearing Procedures: The hearing shall be conducted within ten (10) calendar days of the City Clerk's actual receipt of the Request for Hearing. The cited party and the City shall have the opportunity to present evidence and witnesses. The technical rules of evidence do not apply. The hearing officer must admit any relevant evidence, including hearsay, if it is the type of evidence that reasonable and prudent people rely on in the conduct of serious affairs.

E. Hearing Officer's Decision: The Hearing Officer shall issue a written decision within 10 calendar days of the hearing, which shall include findings of fact. If the citation is upheld, the fine and any associated fees must be paid within 30 days of the written decision

F. Judicial Review: The decision of the Hearing Officer shall be final. Any person aggrieved by the decision may seek judicial review in the Orange County Superior Court in accordance with Government Code § 53069.4(b)(1)."

SECTION 6. Section 17-52.05 ("Cost Recovery") is hereby added to Chapter 17 to read in its entirety as follows (new text in ***bold italics***):

"***A. City Cost Recovery. If the administrative hearing officer upholds the citation in whole or in part, the city shall be entitled to recover all actual costs incurred in connection with the administrative appeal proceeding.***

B. Definition of Costs. For purposes of this section, administrative appeal costs include, but are not limited to:

- ***Staff time spent preparing for and attending the hearing.***
- ***Hearing officer fees and expenses.***
- ***Legal counsel fees and costs.***
- ***Costs of producing documentary or physical evidence.***

C. Collection. The city shall itemize its costs and serve a statement of costs on the party cited or appealing a citation. The party cited or appealing a citation shall pay the city such costs within thirty (30) days of the award of same. Unpaid costs may be collected by any legal means, including as a lien against the property where the violation occurred.

D. No Reciprocal Recovery. Under no circumstances shall a party cited or appealing a citation be entitled to recover attorney's fees, costs, or expenses from the city, regardless of the outcome of the appeal proceeding."

SECTION 7. CEQA. Adoption of this Ordinance is not a project within the meaning of Section 15378 of the CEQA Guidelines in that it (a) is an ordinance of general policy and procedure and does not constitute a project within the meaning of CEQA and (b) has no potential for resulting in either a direct or a reasonably foreseeable indirect physical change in the environment.

SECTION 8. Severability. The City Council declares that, should any provision, section, paragraph, sentence or word of this Ordinance be rendered or declared invalid by any final court action in a court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences and words of this Ordinance shall remain in full force and effect.

SECTION 9. This Ordinance shall take effect 30 days after its passage and adoption pursuant to Government Code § 36937.

SECTION 10. The City Clerk shall certify to the passage of the Ordinance and shall cause the same to be posted in the manner required by law.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Cypress at a regular meeting held on the ___ day of ____, 2026.

ATTEST: _____
Leo Medrano, Mayor

_____
Lisa A. Berglund, CMC, City Clerk

STATE OF CALIFORNIA }
COUNTY OF ORANGE } SS

I, LISA BERGLUND, City Clerk of the City of Cypress, DO HEREBY CERTIFY that the foregoing Ordinance was duly adopted at a regular meeting of said City Council held on the ____ day of ____, 2026, by the following vote:

AYES: 0 COUNCIL MEMBERS:
NOES: 0 COUNCIL MEMBERS:

_____
Lisa A. Berglund, CMC, City Clerk

CITY OF CYPRESS

CITY COUNCIL REPORT

City Council Regular **3.**

FROM: Mark Lauderback, Chief of Police

DATE: 07/14/2026

SUBJECT: **Approve Purchase of Police Department Drones and Accept Donation from the Cypress Police Foundation**.

RECOMMENDATION

1. Approve a three-year agreement for $138,388 with Axon Enterprises, Inc. for Police Department drones, software, and services.

2. Accept a $70,000 donation from the Cypress Police Foundation.

DISCUSSION

The Police Department is recommending the purchase of an Unmanned Aircraft System (UAS) consisting of Skydio X10 and R10 drones, related software, and associated services. The UAS Program will provide officers with a modern public safety tool that enhances situational awareness, improves officer and community safety, and serves as a force multiplier by allowing officers to assess incidents from the air before committing personnel into potentially hazardous situations.

The recommended drones are manufactured by Skydio, an industry leader in autonomous drone technology, and are sold and supported through Axon, which provides the integrated software, evidence management, and subscription services. The Skydio X10 represents the latest generation of public-safety drone technology and is designed primarily for outdoor law-enforcement operations. The compact Skydio R10 complements the X10 by providing officers with a rapidly deployable platform designed for indoor and confined-space operations, allowing officers to safely assess hazardous environments before personnel enter. Together, the two platforms support a wide range of public safety missions, including critical incident response, search and rescue, missing person searches, crime scene documentation, tactical operations, disaster assessment, hazardous materials incidents, and other situations where aerial intelligence enhances decision-making and operational safety.

The use of drones by law enforcement agencies has expanded significantly throughout California and the United States as the technology has matured and demonstrated substantial operational benefits. Today, public safety drones are widely recognized as an effective tool for improving emergency response, enhancing officer safety, reducing public risk, and increasing operational efficiency. The recommended UAS integrates seamlessly with the Department's existing Axon digital evidence ecosystem, allowing flight video to be securely uploaded, managed, and retained within the Department's evidence management system. Axon offers the program through a subscription model that includes software licensing, cellular connectivity, hardware replacement, technical support, and ongoing technology upgrades throughout the life of the agreement.

The proposed purchase is recommended through Sourcewell, a cooperative purchasing program that conducts competitive procurements on behalf of governmental agencies. Municipal Code § 21A-10(e) authorizes the use of cooperative purchasing programs as an efficient, cost-effective procurement method that leverages competitively solicited volume pricing. The City regularly utilizes cooperative purchasing agreements to obtain the best value for specialized public safety equipment and technology.

The Police Department also recommends accepting the Cypress Police Foundation's generous $70,000 donation, which will offset the City's costs of acquiring the drones, software, equipment, and associated services necessary to implement the Department's Unmanned Aircraft System (UAS) program.

BUDGET IMPACT

The total three-year agreement amount is $138,388. The FY 2026-27 Budget includes $100,200 for the implementation costs. For the remaining implementation costs, there's contingency availability in the fund, so a budget amendment is not required. The Cypress Police Foundation has pledged a $70,000 donation to offset the City's initial purchase and subscription costs. The UAS annual subscription and maintenance costs of approximately $17,452 will be incorporated into future Police Department operating budgets.

LEGAL REVIEW

The City Attorney has reviewed the proposed contract.

APPROVED BY: Shannon DeLong, City Manager

Attachments

Axon Skydio Quote Sourcewell

Axon Enterprise, Inc.
17800 N 85th St
Scottsdale, Arizona 85255
United States
VAT: 86-0741227
Domestic:(800) 978-2737
International: +1.800.978.2737

Q-816128-46209AE

Issued: 07/06/2026

Quote Expiration: 08/31/2026

Estimated Contract Start Date: 02/01/2027

Account Number: 119528

Payment Terms: N30

Mode of Delivery: AUTO-GND

Credit/Debit Amount: $0.00

SHIP TO	BILL TO
Cypress Police Department - CA 5275 Orange Ave Cypress, CA 90630-2957 USA	Cypress Police Department - CA 5275 Orange Ave Cypress CA 90630-2957 USA Email:

SALES REPRESENTATIVE	PRIMARY CONTACT
Kyle Panasewicz Phone: +1 4803294734 Email: kpanasewicz@axon.com Fax: (480) 905-2071	Chris Revere Phone: (714) 229-6621 Email: crevere@cypressca.org Fax:

Quote Summary

Program Length	36 Months
TOTAL COST	$134,673.64
ESTIMATED TOTAL W/ TAX	$138,387.83

Discount Summary

Average Savings Per Year	$0.03
TOTAL SAVINGS	$0.08

Payment Summary

Date	Subtotal	Tax	Total
Jan 2027	$100,707.64	$2,777.44	$103,485.08
Jan 2028	$16,983.00	$468.38	$17,451.38
Jan 2029	$16,983.00	$468.37	$17,451.37
Total	**$134,673.64**	**$3,714.19**	**$138,387.83**

Quote Unbundled Price:	**$15,025.95**
Quote List Price:	**$15,025.95**
Quote Subtotal:	**$134,673.64**

Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

Item	Description	Qty	Term	Unbundled	List Price	Net Price	Subtotal	Tax	Total
Program									
A00051	AXON AIR SKYDIO X10 SPEAKER KIT ADD-ON	2	36		$0.00	$0.00	$0.00	$0.00	$0.00
A00046	AXON AIR DFR PATROL PLAN	2	36			$1,484.92	$106,914.32	$3,208.50	$110,122.82
A00052	AXON AIR SKYDIO X10 SPOTLIGHT KIT ADD-ON	2	36			$265.00	$530.00	$41.07	$571.07
A la Carte Hardware									
A00030	AXON AIR R10 PATROL KIT BUNDLE	1	36		$8,843.67	$584.64	$21,047.04	$464.62	$21,511.66
A la Carte Software									
102468	AXON AIR - SKYDIO CONNECT DATA PLAN FOR R10	1	36		$171.73	$171.73	$6,182.28	$0.00	$6,182.28
Total							**$134,673.64**	**$3,714.19**	**$138,387.83**

Delivery Schedule

Hardware

Bundle	Item	Description	QTY	Shipping Location	Estimated Delivery Date
AXON AIR DFR PATROL PLAN	102765	AXON AIR - SKYDIO X10 PATROL DFR HW KIT	2	1	01/01/2027
AXON AIR R10 PATROL KIT BUNDLE	102471	AXON AIR - SKYDIO R10 PATROL HW KIT	1	1	01/01/2027
AXON AIR SKYDIO X10 SPOTLIGHT KIT ADD-ON	101229	AXON AIR - SKYDIO SPOTLIGHT FOR X10	2	1	01/01/2027

Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
AXON AIR DFR PATROL PLAN	102656	AXON AIR - AXON EVIDENCE UNLIMITED DATA STORAGE PER DRONE	2	02/01/2027	01/31/2030
AXON AIR DFR PATROL PLAN	102678	AXON AIR - SKYDIO X10 PATROL DFR SUBSCRIPTION PLAN W/ DATA	2	02/01/2027	01/31/2030
AXON AIR R10 PATROL KIT BUNDLE	102467	AXON AIR - SKYDIO R10 SUBSCRIPTION PLAN	1	02/01/2027	01/31/2030
AXON AIR R10 PATROL KIT BUNDLE	102656	AXON AIR - AXON EVIDENCE UNLIMITED DATA STORAGE PER DRONE	1	02/01/2027	01/31/2030
A la Carte	102468	AXON AIR - SKYDIO CONNECT DATA PLAN FOR R10	1	02/01/2027	01/31/2030

Services

Bundle	Item	Description	QTY
AXON AIR DFR PATROL PLAN	102526	PSO 1-Day Onsite	1
AXON AIR DFR PATROL PLAN	102667	AXON AIR - SKYDIO X10 PATROL DFR SERVICES - PREMIUM SOLUTION	2
AXON AIR R10 PATROL KIT BUNDLE	12021	AXON AIR - PROFESSIONAL IMPLEMENTATION	1

Shipping Locations

Location Number	Street	City	State	Zip	Country
1	5275 Orange Ave	Cypress	CA	90630-2957	USA

Payment Details

Jan 2027

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 1	102468	AXON AIR - SKYDIO CONNECT DATA PLAN FOR R10	1	$4,623.05	$0.00	$4,623.05
Annual Payment 1	A00030	AXON AIR R10 PATROL KIT BUNDLE	1	$15,738.83	$347.44	$16,086.27
Annual Payment 1	A00046	AXON AIR DFR PATROL PLAN	2	$79,949.51	$2,399.29	$82,348.80
Annual Payment 1	A00051	AXON AIR SKYDIO X10 SPEAKER KIT ADD-ON	2	$0.00	$0.00	$0.00
Annual Payment 1	A00052	AXON AIR SKYDIO X10 SPOTLIGHT KIT ADD-ON	2	$396.33	$30.71	$427.04
Invoice Upon Fulfillment	A00030	AXON AIR R10 PATROL KIT BUNDLE	1	($0.08)	$0.00	($0.08)
Total				**$100,707.64**	**$2,777.44**	**$103,485.08**

Jan 2028

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 2	102468	AXON AIR - SKYDIO CONNECT DATA PLAN FOR R10	1	$779.62	$0.00	$779.62
Annual Payment 2	A00030	AXON AIR R10 PATROL KIT BUNDLE	1	$2,654.14	$58.59	$2,712.73
Annual Payment 2	A00046	AXON AIR DFR PATROL PLAN	2	$13,482.40	$404.61	$13,887.01
Annual Payment 2	A00051	AXON AIR SKYDIO X10 SPEAKER KIT ADD-ON	2	$0.00	$0.00	$0.00
Annual Payment 2	A00052	AXON AIR SKYDIO X10 SPOTLIGHT KIT ADD-ON	2	$66.84	$5.18	$72.02
Total				**$16,983.00**	**$468.38**	**$17,451.38**

Jan 2029

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 3	102468	AXON AIR - SKYDIO CONNECT DATA PLAN FOR R10	1	$779.62	$0.00	$779.62
Annual Payment 3	A00030	AXON AIR R10 PATROL KIT BUNDLE	1	$2,654.14	$58.59	$2,712.73
Annual Payment 3	A00046	AXON AIR DFR PATROL PLAN	2	$13,482.40	$404.60	$13,887.00
Annual Payment 3	A00051	AXON AIR SKYDIO X10 SPEAKER KIT ADD-ON	2	$0.00	$0.00	$0.00
Annual Payment 3	A00052	AXON AIR SKYDIO X10 SPOTLIGHT KIT ADD-ON	2	$66.84	$5.18	$72.02
Total				**$16,983.00**	**$468.37**	**$17,451.37**

Tax is estimated based on rates applicable at date of quote and subject to change at time of invoicing. If a tax exemption certificate should be applied, please submit prior to invoicing.

Contract Sourcewell #101223-AXN is incorporated by reference into the terms and conditions of this Agreement. In the event of conflict the terms of Axon's Master Services and Purchasing Agreement shall govern.

Standard Terms and Conditions

Axon Enterprise Inc. Sales Terms and Conditions

Axon Master Services and Purchasing Agreement:

This Quote is limited to and conditional upon your acceptance of the provisions set forth herein and Axon's Master Services and Purchasing Agreement (posted at https://www.axon.com/sales-terms-and-conditions), as well as the attached Statement of Work (SOW) for Axon Fleet and/or Axon Interview Room purchase, if applicable. In the event you and Axon have entered into a prior agreement to govern all future purchases, that agreement shall govern to the extent it includes the products and services being purchased and does not conflict with the Axon Customer Experience Improvement Program Appendix as described below.

ACEIP:

The Axon Customer Experience Improvement Program Appendix, which includes the sharing of de-identified segments of Agency Content with Axon to develop new products and improve your product experience (posted at www.axon.com/legal/sales-terms-and-conditions), is incorporated herein by reference. By signing below, you agree to the terms of the Axon Customer Experience Improvement Program.

Acceptance of Terms:

Any purchase order issued in response to this Quote is subject solely to the above referenced terms and conditions. By signing below, you represent that you are lawfully able to enter into contracts. If you are signing on behalf of an entity (including but not limited to the company, municipality, or government agency for whom you work), you represent to Axon that you have legal authority to bind that entity. If you do not have this authority, please do not sign this Quote.

Exceptions to Standard Terms and Conditions

Rewrite Estimates

Estimated Amounts and Contract Terminations. Any amounts stated as due under existing or terminated contracts — including contract transfer balances carried forward to new or pending contracts — are estimates based on payments received as of the calculation date. These estimates may be adjusted if new contracts are not executed on the anticipated dates or if expected payments are not made.

Refresh Shipment Timing

Technology Assurance Plan (TAP) Refresh Prior to Renewal. For Customers with expiring agreements that include TAP refresh rights, Axon may, in its discretion, ship refresh hardware under the existing contract while renewal or replacement agreements are in progress. Any such shipments will be deemed made under the terms of the existing contract until the new contract is fully executed, after which any applicable updates, fees, or adjustments will apply.

Shipment Timing

Shipment Variance. Estimated shipment dates are provided for planning purposes only and are not guarantees. Axon may ship hardware before or after the estimated shipment date, and failure to meet an estimated shipment date will not, by itself, constitute a breach, provided Axon uses commercially reasonable efforts to meet estimated shipment dates.

Signature

Date Signed

7/6/2026



CITY OF CYPRESS

CITY COUNCIL REPORT

City Council Regular **4.**

FROM: Mark Lauderback, Chief of Police

DATE: 07/14/2026

SUBJECT: **Receive and File the Police Department Annual Military Equipment Report**

RECOMMENDATION

1. Receive and file the Police Department Annual Military Equipment Report; and

2. Renew the Military Equipment Policy previously approved by City Council via Ordinance No. 1194.

DISCUSSION

In 2022, the City Council adopted an Ordinance approving the Police Department Military Equipment Policy as required by Assembly Bill 481. AB 481 requires law enforcement agencies to establish a policy for the funding, acquisition, and use of items deemed to be military equipment and that an annual military equipment report be posted to the agency's website and that the agency hold a community meeting within 30 days of releasing the annual report.

Government Code § 7072 requires the following information be provided for the preceding calendar year for each type of military equipment:

- **A summary of how the military equipment was used and the purpose of its use.**

  The Police department did not have any military equipment deployments in the City. The Police department participates in the West County Special Weapons and Tactics Team (SWAT), with the cities of Fountain Valley, Los Alamitos, Seal Beach and Westminster.
- **A summary of any complaints or concerns received concerning military equipment.**

  No violations were discovered, and Police Officers operated in a manner that met or exceeded department and community expectations. The Police

department did not receive any complaints or concerns related to the use of military equipment.

- **The results of any internal audits, any information about violations of the Military Equipment Use Policy, and any actions taken in response.**

  An internal audit found no violations of the Military Equipment Use Policy.
- **The total annual cost for each type of military equipment, including acquisition, personnel, training, transportation, maintenance, storage, upgrade, and other ongoing costs, and from what source funds will be provided for the military equipment in the calendar year following submission of the annual military equipment report.**

  This cost is contained in the current inventory of military equipment, which includes initial purchase costs (attached).
- **The quantity possessed for each type of military equipment.**

  This information is contained in the current inventory of military equipment (attached).
- **If the law enforcement agency intends to acquire additional military equipment in the next year, the quantity sought for each type of military equipment.**

The Police department expects to purchase three 40 MM single shot launchers and four unmanned air systems (UAS) drones in FY 2026-27. Additional ammunition and chemical agents which need to be replenished after being used in the field or in training environments will also be purchased. All items needing to be replenished or replaced are included in the Policy.

The information provided in this agenda report, including the Annual Report and the Military Equipment Policy, was posted to the website in June. A community meeting was held on July 1 at 4:00 pm at the Police station.

BUDGET IMPACT

None.

LEGAL REVIEW

The City Attorney has reviewed this report.

APPROVED BY: Shannon DeLong, City Manager

Attachments

2026 Military Equipment List

Ordinance No. 1194

City of Cypress, Government Code 7070 (c)

Equipment	Qty.	Unit cost (approx)	Total cost
Remington model 870 breaching shotgun	1	$850	$850
Colt model AR-15A3 (patrol rifle 16" barrel) .223 cal	34	$950	$32,300
Colt model HBAR Sporter (patrol rifle 16" barrel) .223 cal	1	$950	$950
Colt model SP1 (patrol rifle 16" barrel) .223 cal	1	$950	$950
Bushmaster model XM15-E25 (patrol rifle 16" barrel) .223 cal	1	$950	$950
Colt model match target Sporter (patrol rifle 16" barrel) .223 cal	1	$950	$950
Eagle Arms model M15-A2 (patrol rifle 16" barrel) .223 cal	1	$950	$950
Colt model CR6920 (patrol rifle 16" barrel) .223 cal	5	$950	$4,750
Colt model M4 (motor rifle 10" barrel) .223 cal	3	$1,550	$4,650
Remington model 870 less-lethal bean bag shotgun	14	$946	$13,244
Heckler & Koch model 416D (SWAT rifle) 5.56mm	10	$2,300	$23,000
DPMS Panther Arms model LR308 (SWAT rifle) .308 cal	2	$1,330	$2,660
Remington model 700 (SWAT rifle) .308 cal	1	$980	$980
Heckler & Koch model MP5 (SWAT rifle) .40cal	10	$1,978	$19,780
Heckler & Koch model MP5 (SWAT rifle) 9mm	3	$1,978	$5,934
LMT model 40mm launcher	1	$878	$878
Defense Technology model 37mm launcher	1	$859	$859
Winchester 5.56mm 55 grain FMJ training ammunition	17,000	$0.47	$7,990
Winchester .223 cal 55 grain FMJ training ammunition	8,000	$0.47	$3,760
Winchester .223 cal 69 grain JHP duty ammunition	6,000	$0.99	$5,940
Hornady .308 cal 168 grain JHP duty & training ammunition	600	$2.43	$1,458
Combined Tactical Systems model 7290 Flashbang	15	$62	$936
Defense Technology model 1069 Yellow Smoke grenade	2	$66	$133
Defense Technology 40mm CS powder Ferret ammunition	15	$35	$530
Sage International 37mm impact baton	0	$23	$0

City of Cypress, Government Code 7070 (c)

Sage International 37mm soft tip impact baton	90	$24	$2,160
Defense Technology Exact Impact 40mm sponge	114	$32	$3,699
Combined Tactical Systems model 2581 Super Sock 12 ga. bean bag	430	$8	$3,500
New Items			
Daniel Defense MK18 Rifles (SWAT rifle) 5.56 MM	6	$2,124	$12,745
Sig Sauer Cross Sniper Rifle (SWAT) .308 cal	1	$1,692	$1,692
Proposed Purchases FY 26/27			
Defense Technology 40 MM Launcher Single Shot	3	$1,744	$5,233
Unmanned Aircraft Systems (UAS) Drones	4	$39,426	$157,705
Regional assets			
Lenco Bearcat (SWAT vehicle)	1	Westminster PD	
LDV Specialty Vehicles (Mobile Command Post)	1	Tri-Cities	
LRAD Long Range Acoustical Device	1	Westminster PD	
Kinetic Breaching Tool (KBT) Model 3-1000	1	SBPD	
Transcend Vantage Patrol Robot	1	Westminster PD	
Unmanned aircraft system	3	SBPD	

ORDINANCE NO. 1194

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CYPRESS, CALIFORNIA APPROVING THE CYPRESS POLICE DEPARTMENT'S MILITARY EQUIPMENT USE POLICY

WHEREAS, on September 30, 2021, Governor Gavin Newsom signed into law Assembly Bill 481 (creating Government Code Section 7070, et seq.), relating to use of military equipment by California law enforcement agencies;

WHEREAS, AB 481 seeks to provide transparency, oversight, and an opportunity for meaningful public input on decisions regarding whether and how military equipment is funded, acquired, or used;

WHEREAS, the Cypress Police Department is in possession of certain items of equipment that qualify under the broad definition of "military equipment" under AB 481;

WHEREAS, AB 481 requires that a law enforcement agency possessing and using such qualifying equipment prepare a publicly released and written military equipment use policy document covering the inventory, description, purpose, use, acquisition, maintenance, fiscal impacts, procedures, training, oversight, and complaint process, applicable to the Department's use of such equipment;

WHEREAS, the Policy and supporting information must be approved by the governing body by ordinance, and reviewed annually;

WHEREAS, the City Council of the City of Cypress, having received the information required under AB 481 regarding the Cypress Police Department's use of "military equipment" as defined in said law, deems it to be in the best interest of the City to approve the Military Equipment Use Policy as set forth herein.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CYPRESS DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. The City Council finds that the above recitals are true and correct and are incorporated herein by this reference.

SECTION 2. City Council hereby approves and adopts the following:

Military Equipment Policy

(a) The City Council has made the following determinations:

(1) The military equipment inventoried and presented to the City Council is necessary because there is no reasonable alternative that can achieve the same objective of officer and civilian safety;

(2) This military equipment use policy attached hereto as Exhibit "A" ("Policy") will safeguard the public's welfare, safety, civil rights, and civil liberties;

(3) The equipment described in the Policy is reasonably cost-effective compared to available alternatives that can achieve the same objective of officer and civilian safety (if any);

(4) Prior military equipment use complied with the applicable equipment use policy (which included equipment now defined as military equipment) that was in effect at the time, or if prior uses did not comply with the accompanying Policy, corrective action has been taken to remedy

nonconforming uses and ensure future compliance by way of the adoption of the Policy by this Ordinance.

(b) The Cypress Police Department has made the Policy available on the Police Department's website for at least 30 days prior to the public hearing concerning the military equipment at issue and described in the Policy.

(c) The Policy was considered by the City Council as an agenda item in an open session of a regular meeting, noticed in accordance with the Ralph M. Brown Act, at which public comment was permitted.

(d) The Policy shall be made publicly available on the Police Department's website for as long as the military equipment is available for use.

(e) The Cypress Police Department shall submit an annual military equipment report to the City Council, containing the information required in Government Code Section 7072, and the City Council shall determine whether each type of military equipment identified in that report has complied with the standards for approval set forth in (a)(1)-(4) above.

(f) The City Council shall review this Ordinance, and vote on whether to renew it, on an annual basis at a regular meeting, in accordance with Government Code Section 7071(e)(2).

(g) The City Council approves the use of the Policy and finds that it satisfies the requirements of Government Code Section 7070(d).

SECTION 3. The City Council hereby authorizes and directs the Mayor and the City Clerk to execute this Ordinance on behalf of the City of Cypress forthwith upon its adoption.

SECTION 4. The Deputy City Clerk shall certify as to the passage of this Ordinance and shall cause the same to be published and/or posted at the designated locations in the City of Cypress.

SECTION 5. This ordinance shall become effective thirty (30) days following its adoption.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Cypress at a regular meeting held on the 9th day of May, 2022.

MAYOR OF THE CITY OF CYPRESS

ATTEST:

CITY CLERK OF THE CITY OF CYPRESS

STATE OF CALIFORNIA }
COUNTY OF ORANGE } SS

I, ALISHA FARNELL, City Clerk of the City of Cypress, DO HEREBY CERTIFY that the foregoing Ordinance was duly adopted at a regular meeting of said City Council held on the 9th day of May, 2022, by the following roll call vote:

AYES:	5	COUNCIL MEMBERS: Marquez, Minikus, Peat, Hertz-Mallari and Morales
NOES:	0	COUNCIL MEMBERS: None
ABSENT:	0	COUNCIL MEMBERS: None

CITY CLERK OF THE CITY OF CYPRESS

Policy
708

Cypress Police Department
Cypress Police Department Policy Manual

Military Equipment

708.1 PURPOSE AND SCOPE

The purpose of this policy is to provide guidelines for the approval, acquisition, and reporting requirements of military equipment (Government Code § 7070; Government Code § 7071; Government Code § 7072).

708.1.1 DEFINITIONS

Definitions related to this policy include (Government Code § 7070):

Governing body – The elected or appointed body that oversees the Department.

Military equipment – includes, but is not limited to the following:

- Unmanned, remotely piloted, powered aerial or ground vehicles.
- Mine-resistant ambush-protected (MRAP) vehicles or armored personnel carriers.
- High mobility multipurpose wheeled vehicles (HMMWV), two-and-one-half-ton trucks, five-ton trucks, or wheeled vehicles that have a breaching or entry apparatus attached.
- Tracked armored vehicles that provide ballistic protection to their occupants.
- Command and control vehicles that are either built or modified to facilitate the operational control and direction of public safety units.
- Weaponized aircraft, vessels, or vehicles of any kind.
- Battering rams, slugs, and breaching apparatuses that are explosive in nature. This does not include a handheld, one-person ram.
- Firearms and ammunition of .50 caliber or greater, excluding standard-issue shotguns and standard-issue shotgun ammunition.
- Specialized firearms and ammunition of less than .50 caliber, including firearms and accessories identified as assault weapons in Penal Code § 30510 and Penal Code § 30515, with the exception of standard-issue handguns.
- Any firearm or firearm accessory that is designed to launch explosive projectiles.
- Noise-flash diversionary devices and explosive breaching tools.
- Munitions containing tear gas or OC, excluding standard, service-issued handheld pepper spray.
- TASER® Shockwave, microwave weapons, water cannons, and long-range acoustic devices (LRADs).
- Kinetic energy weapons and munitions.
- Any other equipment as determined by a governing body or a state agency to require additional oversight.

Copyright Lexipol, LLC 2022/05/11, All Rights Reserved.
Published with permission by Cypress Police Department

708.2 POLICY

It is the policy of the Cypress Police Department that members of this department comply with the provisions of Government Code § 7071 with respect to military equipment.

708.3 MILITARY EQUIPMENT COORDINATOR

The Support Services Division Lieutenant will act as the military equipment coordinator. The responsibilities of the military equipment coordinator include but are not limited to:

(a) Acting as liaison to the governing body for matters related to the requirements of this policy.

(b) Identifying department equipment that qualifies as military equipment in the current possession of the Department, or the equipment the Department intends to acquire that requires approval by the governing body.

(c) Conducting an inventory of all military equipment at least annually.

(d) Collaborating with any allied agency that may use military equipment within the jurisdiction of Cypress Police Department (Government Code § 7071).

(e) Preparing for, scheduling, and coordinating the annual community engagement meeting to include:

1. Publicizing the details of the meeting.
2. Preparing for public questions regarding the department's funding, acquisition, and use of equipment.

(f) Preparing the annual military equipment report for submission to the Chief of Police and ensuring that the report is made available on the department website (Government Code § 7072).

(g) Establishing the procedure for a person to register a complaint or concern, or how that person may submit a question about the use of a type of military equipment, and how the Department will respond in a timely manner.

708.4 MILITARY EQUIPMENT INVENTORY

The following constitutes a list of qualifying equipment for the Department:

708.4.1 FIREARM - PATROL RIFLE

Description: Firearm designed and intended to be fired from the shoulder and designed to use the energy of the explosive in a fixed metallic cartridge, firing a single projectile through a rifled bore for every pull of the trigger.

Quantity: 47.

Capabilities: Fires a lethal projectile.

Expected Lifespan: 20+ years.

Copyright Lexipol, LLC 2022/05/11, All Rights Reserved.
Published with permission by Cypress Police Department

Product Description:.223 caliber Patrol rifle manufactured by Colt, Bushmaster, or Eagle Arms.

Purpose and Authorized Use: May be deployed in any circumstance where personnel can articulate a reasonable expectation that the rifle may be needed (Policy 311.3.3).

Training Required: 16-hour POST approved course with qualification and additional training on safe use and deployment and device functionality. Must demonstrate proficiency with recertification twice per year.

Initial Cost: $48,000

Annual Cost: Approximately $2,400 for maintenance.

708.4.2 KINETIC ENERGY LAUNCHER
Description: Less-lethal weapon which uses a propellant cartridge to launch a kinetic energy impact projectile.

Quantity: 17

Capabilities: Fires a less-lethal kinetic energy projectile.

Expected Lifespan: 20+ years.

Product Description: 37 MM Defense Technology Single Launcher; LMT 40 MM Single Launcher; Sage SL-6 37 MM Multi-Role Launcher; Remington 870 Less-Lethal Shotgun

Purpose and Authorized Use: Less-lethal force option (Policy 307.9.1).

Training Required: Less-lethal weapons training from POST-approved instructor.

Initial Cost: $18,000

Annual Cost: Approximately $50 for maintenance of less-lethal shotgun; $150 annual maintenance for other launchers.

708.4.3 LIGHT SOUND DIVERSIONARY DEVICE (LSDD)
Description: Device used by SWAT members that produces loud noise and bright light intended to cause disorientation and distraction.

Quantity: 12

Capabilities: Distraction device used to minimize the risks to all parties by the temporary disorientation or distraction of potentially violent or dangerous suspects.

Expected Lifespan: 5 years.

Product Description: Combined Tactical Systems Flash-Bang Model #7290

Purpose and Authorized Use: To distract/disorient potentially violent or dangerous suspects.

Training Required: Diversionary device training from POST-approved instructor.

Initial Cost: $675

Copyright Lexipol, LLC 2022/05/11, All Rights Reserved.
Published with permission by Cypress Police Department

Annual Cost: N/A

708.4.4 BREACHING SHOTGUN
Description: Pump-action 12-gauge firearm used by SWAT members to defeat locking mechanisms.

Quantity: 1

Capabilities: Traditional breaching method that provides for quick breaching of multiple locking mechanisms.

Expected Lifespan: 30 years.

Product Description: Remington 870 Tactical Shotgun

Purpose and Authorized Use: May be deployed in any circumstance where the SWAT member needs to breach a door quickly and safely.

Training Required: 40-Hour explosive breaching training with quarterly update training.

Initial Cost: $925

Annual Cost: N/A

708.4.5 FIREARM - SWAT RIFLE
Description: Firearm designed and intended to be fired from the shoulder and designed to use the energy of the explosive in a fixed metallic cartridge, firing one or more projectiles through a rifled bore for every pull of the trigger.

Quantity: 12.

Capabilities: Fires a lethal projectile.

Expected Lifespan: 20+ years.

Product Description: 5.56 MM or.308 caliber rifle manufactured by Heckler & Koch or DPMS.

Purpose and Authorized Use: May be deployed in any circumstance where personnel can articulate a reasonable expectation that the rifle may be needed.

Training Required: 16-hour POST approved course with qualification and additional training on safe use and deployment and device functionality. Must demonstrate proficiency with recertification bi-monthly.

Initial Cost: $27,650

Annual Cost: Approximately $600 for maintenance.

708.4.6 FIREARM - SWAT SUBMACHINE GUN
Description: Firearm designed and intended to be fired from the shoulder and designed to use the energy of the explosive in a fixed metallic cartridge, firing one or more projectiles through a rifled bore for every pull of the trigger.

Copyright Lexipol, LLC 2022/05/11, All Rights Reserved.
Published with permission by Cypress Police Department

Quantity: 13

Capabilities: Fires a lethal projectile.

Expected Lifespan: 20+ years.

Product Description: 9 MM or.40 caliber submachine gun manufactured by Heckler & Koch. *Note: These firearms are not in current use but are in the Department's inventory.

Purpose and Authorized Use: May be deployed in any circumstance where personnel can articulate a reasonable expectation that the gun may be needed.

Training Required: Training from a department-authorized instructor.

Initial Cost: $27,700

Annual Cost: N/A

708.4.7 FIREARM - SWAT BOLT-ACTION RIFLE
Description: Firearm designed and intended to be fired from the shoulder and designed to use the energy of the explosive in a fixed metallic cartridge, firing one projectile through a rifled bore for every pull of the trigger.

Quantity: 1.

Capabilities: Fires a lethal projectile.

Expected Lifespan: 20+ years.

Product Description: 308 caliber bolt-action rifle manufactured by Remington.

Purpose and Authorized Use: May be deployed in any circumstance where personnel can articulate a reasonable expectation that the rifle may be needed.

Training Required: 40-hour precision long-rifle training with qualification and additional training on safe use and deployment and device functionality. Must demonstrate proficiency with recertification bi-monthly.

Initial Cost: $1,100

Annual Cost: Approximately $50 for maintenance.

708.5 SHARED MILITARY EQUIPMENT
The following constitutes a list of qualifying equipment for the Department that may be deployed in collaboration with other law enforcement agencies. These items' potential for use within the City of Cypress comes from the Cypress Police Department's participation in the West County Special Weapons and Tactics (SWAT) Team, a collaboration of law enforcement personnel from the Cypress, Fountain Valley, Los Alamitos, Seal Beach, and Westminster Police Departments or through joint use-agreement with the Los Alamitos and Seal Beach Police Departments:

Copyright Lexipol, LLC 2022/05/11, All Rights Reserved.
Published with permission by Cypress Police Department

708.5.1 SWAT ARMORED RESCUE VEHICLE
Description: An armored rescue vehicle deployed during high-risk incidents, special events, and community outreach. *Note: This is a regional SWAT asset that is owned and maintained by the Westminster Police Department.

Quantity: 1.

Capabilities: Mobile armored vehicle to support high-risk deployments.

Expected Lifespan: 25 years.

Product Description: Ballistic Engineered Armored Rescue (BEARCAT) Vehicle, manufactured by Lenco.

Purpose and Authorized Use: To assist police personnel in enhancing public safety by transporting first responders and/or community members to/from high-risk situations. Provide a mobile platform to safely transport and deploy personnel.

Training Required: Formalized in-house driver operation and safety training.

Initial Cost: Refer to Westminster Police Department.

Annual Cost: N/A

708.5.2 MOBILE COMMAND VEHICLE
Description: A customized vehicle used to enhance communication and coordination during emergency incidents, special events, or community outreach. *Note: This is a shared asset that is owned by the Cypress Police Department.

Quantity: 1.

Capabilities: On-scene incident command and control functions may be performed from a mobile command vehicle.

Expected Lifespan: 20 years.

Product Description: Modified command vehicle based on a Freightliner M2 106 chassis.

Purpose and Authorized Use: A mobile command vehicle provides a strategic location for police personnel during emergency incidents, special events, or community outreach events. Use of this equipment is also appropriate for large-scale events that require advanced coordination of large numbers of police and other safety or first responder personnel.

Training Required: Class B driver's license and additional department provided vehicle-specific, driver and operational training.

Initial Cost: $450,000 *Note: This item was purchased in 2007 using federal grant funding.

Annual Cost: Approximately $1,000. *Note: The maintenance costs for this asset are distributed evenly between the cities of Cypress, Los Alamitos, and Seal Beach.

Copyright Lexipol, LLC 2022/05/11, All Rights Reserved.
Published with permission by Cypress Police Department

708.5.3 SWAT KINETIC BREACHING TOOL
Description: A hand-held breaching tool engineered to deliver high-impact energy to defeat locking mechanisms. *Note: This is a regional SWAT asset that is owned and maintained by the Seal Beach Police Department.

Quantity: 1.

Capabilities: Provides for safer and faster breaching.

Expected Lifespan: 30 years.

Product Description: Powder activated kinetic energy force entry tool.

Purpose and Authorized Use: May be deployed in any circumstance where the member needs to breach a door quickly and safely.

Training Required: Training on safe use and deployment and device functionality.

Initial Cost: Refer to the Seal Beach Police Department.

Annual Cost: N/A

708.5.4 SWAT LONG RANGE ACOUSTICAL DEVICE
Description: A public address system that delivers live or recorded messages. *Note: This is a regional SWAT asset that is owned and maintained by the Westminster Police Department.

Quantity: 1.

Capabilities: Provides public address notifications

Expected Lifespan: 10 years.

Product Description: Self-powered communication system that delivers voice messages and alert tones.

Purpose and Authorized Use: May be deployed in any outdoor circumstances where the member needs to communicate information to the public.

Training Required: Training on safe use and deployment and device functionality.

Initial Cost: Refer to the Westminster Police Department.

Annual Cost: N/A

708.5.5 SWAT UNMANNED AIRCRAFT SYSTEMS (UAS)
Description: A UAS is an unmanned aircraft and the equipment necessary for the safe and efficient operation of the aircraft. An unmanned aircraft, a component of a UAS, is defined by law as an aircraft that is operated without the possibility of direct human intervention from within or on the aircraft. *Note: This is a regional SWAT asset that is owned and maintained by the Seal Beach Police Department.

Quantity: Refer to the Seal Beach Police Department.

Copyright Lexipol, LLC 2022/05/11, All Rights Reserved.
Published with permission by Cypress Police Department

Capabilities: Sustained flight controlled by a remote pilot on the ground.

Expected Lifespan: Refer to the Seal Beach Police Department.

Product Description: Refer to the Seal Beach Police Department.

Purpose and Authorized Use: To assist SWAT personnel in enhancing public safety while protecting the rights and privacy of the general public.

Training Required: Refer to the Seal Beach Police Department. *Note: No Cypress Police Department personnel are trained to operate UAS.

Initial Cost: Refer to the Seal Beach Police Department.

Annual Cost: N/A

708.5.6 SWAT REMOTE CONTROL ROBOT
Description: A remotely controlled ground vehicle that moves on tracks, manufactured by Transcend. *Note: This is a regional SWAT asset that is owned and maintained by the Westminster Police Department.

Quantity: Refer to the Westminster Police Department.

Capabilities: Provides ability for SWAT members to view scenes, deliver items, open doors, and visually clear buildings.

Expected Lifespan: Refer to the Westminster Police Department.

Product Description: Refer to the Westminster Police Department.

Purpose and Authorized Use: May be deployed in any circumstances where the SWAT Commander determines remote viewing of a location or item delivery is appropriate and lawful.

Training Required: Refer to the Westminster Police Department. *Note: No Cypress Police Department personnel are trained to operate this robot.

Initial Cost: Refer to the Westminster Police Department.

Annual Cost: N/A

708.6 APPROVAL
The Chief of Police or the authorized designee shall obtain approval from the governing body by way of an ordinance adopting the military equipment policy. As part of the approval process, the Chief of Police or the authorized designee shall ensure the proposed military equipment policy is submitted to the governing body and is available on the department website at least 30 days prior to any public hearing concerning the military equipment at issue (Government Code § 7071). The military equipment policy must be approved by the governing body prior to engaging in any of the following (Government Code § 7071):

(a) Requesting military equipment made available pursuant to 10 USC § 2576a.

Copyright Lexipol, LLC 2022/05/11, All Rights Reserved.
Published with permission by Cypress Police Department

(b) Seeking funds for military equipment, including but not limited to applying for a grant, soliciting or accepting private, local, state, or federal funds, in-kind donations, or other donations or transfers.

(c) Acquiring military equipment either permanently or temporarily, including by borrowing or leasing.

(d) Collaborating with another law enforcement agency in the deployment or other use of military equipment within the jurisdiction of this department.

(e) Using any new or existing military equipment for a purpose, in a manner, or by a person not previously approved by the governing body.

(f) Soliciting or responding to a proposal for, or entering into an agreement with, any other person or entity to seek funds for, apply to receive, acquire, use, or collaborate in the use of military equipment.

(g) Acquiring military equipment through any means not provided above.

708.7 COORDINATION WITH OTHER JURISDICTIONS

Military equipment should not be used by any other law enforcement agency or member in this jurisdiction unless the military equipment is approved for use in accordance with this policy.

708.8 ANNUAL REPORT

Upon approval of a military equipment policy, the Chief of Police or the authorized designee should submit a military equipment report to the governing body for each type of military equipment approved within one year of approval, and annually thereafter for as long as the military equipment is available for use (Government Code § 7072).

The Chief of Police or the authorized designee should also make each annual military equipment report publicly available on the department website for as long as the military equipment is available for use. The report shall include all information required by Government Code § 7072 for the preceding calendar year for each type of military equipment in department inventory.

708.9 COMMUNITY ENGAGEMENT

Within 30 days of submitting and publicly releasing the annual report, the Department shall hold at least one well-publicized and conveniently located community engagement meeting, at which the Department should discuss the report and respond to public questions regarding the funding, acquisition, or use of military equipment.

Copyright Lexipol, LLC 2022/05/11, All Rights Reserved.
Published with permission by Cypress Police Department

CITY OF CYPRESS

CITY COUNCIL REPORT

City Council Regular **5.**

FROM: Christopher Wong, Business Development Manager

DATE: 07/14/2026

SUBJECT: **Approve Amendment Seven to the Cooperation Agreement with the County of Orange for Continued Participation in the Urban County Community Development Block Grant (CDBG) and HOME Investment Partnerships (HOME) Programs for Fiscal Years 2027-2028 through 2029-2030**

RECOMMENDATION

1. Adopt a Resolution approving Amendment Seven to the Cooperation Agreement between the County of Orange and the City of Cypress confirming Cypress' continued participation in the Urban County CDBG and HOME Programs for Fiscal Years 2027-2028 through 2029-2030; and

2. Authorize the Director of Community Development to execute Amendment Seven to the Cooperation Agreement.

DISCUSSION

The City of Cypress has participated in the Orange County Urban County CDBG Program for more than 45 years. Participation in the program allows the City to receive federal CDBG funding administered by the County for eligible community development and housing activities that benefit low- and moderate-income residents.

The current Cooperation Agreement expires on June 30, 2027. Amendment Seven extends the City's participation in the Urban County CDBG Program for the next three-year period, covering Fiscal Years 2027-2028 through 2029-2030, and updates the agreement to reflect current U.S. Department of Housing and Urban Development (HUD) requirements.

Approval of Amendment Seven will allow the City to remain eligible to receive future CDBG, HOME, and Emergency Solutions Grant (ESG) funding through the County of Orange.

BUDGET IMPACT

Future County CDBG-funded programs will be budgeted through the General Funds grants program.

LEGAL REVIEW

The City Attorney has reviewed the amendment.

APPROVED BY: Shannon DeLong, City Manager

Attachments

Amendment Seven to Cooperation Agreement

AMENDMENT SEVEN TO
COOPERATION AGREEMENT BETWEEN
THE COUNTY OF ORANGE
AND
CITY OF CYPRESS

This Amendment Number SEVEN (hereinafter "Amendment SEVEN") is made and entered into by the County of Orange, a political subdivision of the State of California, ("COUNTY") and CITY OF CYPRESS, a municipal corporation, ("CITY"), UEI number NSLVQKY77AG4 which are sometimes individually referred to as "Party" or collectively referred to as "Parties", and is effective as of July 1, 2027, hereinafter referred to as "EFFECTIVE DATE".

WHEREAS, COUNTY and CITY executed that certain COOPERATION AGREEMENT "Small-City" (hereinafter, as amended, "Original Agreement" or "Agreement") for commencement July 1, 2005; and

WHEREAS, the Original Agreement was amended by Amendment ONE, effective as of July 16, 2008; and

WHEREAS, the Original Agreement was amended by Amendment TWO, effective as of July 1, 2012; and

WHEREAS, the Original Agreement was amended by Amendment THREE, effective as of July 1, 2015; and

WHEREAS, the Original Agreement was amended by Amendment FOUR, effective as of July 1, 2018; and

WHEREAS, the Original Agreement was amended by Amendment FIVE, effective as of July 1, 2021; and

WHEREAS, the Original Agreement was amended by Amendment SIX, effective as of July 1, 2024; and

WHEREAS, U.S. Department of Housing and Urban Development ("HUD") Notice CPD-26-08 allows "automatic" renewals for one successive three year Urban County qualification period provided that COUNTY sends a letter to CITY notifying it that the Original Agreement will be renewed unless CITY notifies COUNTY that it wishes to terminate the agreement and a copy of such a letter is provided to HUD; and

WHEREAS, COUNTY sent CITY a letter notifying CITY of such renewal on June 26, 2026; and

WHEREAS, CITY did not advise COUNTY that it wished to terminate the Original Agreement with County; and

WHEREAS, the CITY's City Manager and the COUNTY's Director of Orange County Community Resources have been duly authorized by their City Council and Board of Supervisors, respectively, to execute this Amendment SEVEN; and

WHEREAS, the Parties agree to further amend the Original Agreement at this time in the manner set forth herein.

NOW, THEREFORE, the Parties hereby agree as follows:

I. Modifications to the Original Agreement

1. Section 2 of the Original Agreement is amended in its entirety as follows:

   "COUNTY shall have the authority to carry out activities, which will be funded from annual Community Development Block Grant ("CDBG"), Home Investment Partnership ("HOME") and Emergency Solutions Grant ("ESG") Program funds appropriated for Fiscal Years 2027-2028, 2028-2029 and 2029-2030 and from any program income generated from the expenditure of such funds."

2. Section 9 of the Original Agreement is amended and shall read as amended in its entirety as follows:

   "This Agreement shall cover the three-year program period for Fiscal Years 2027-2028, 2028-2029 and 2029-2030, respectively of CDBG, HOME and ESG programs, including any subsequent Supplemental sources (Paragraph 23 of the Agreement). In no event shall this agreement be terminated by either Party before June 30, 2030, except as allowed in legislation enacted by the U.S. Congress for termination or withdrawal from the Urban County Program and as permitted by HUD.

   This Agreement remains in effect until the CDBG (and, where applicable, HOME and ESG) funds and program income received (with respect to activities carried out during the three-year qualification period, and any successive qualification periods under agreements that provide for automatic renewal) are expended and the funded activities completed, and the COUNTY and CITY cannot terminate or withdraw from this Agreement while it remains in effect."

3. Section 10 shall be added to Agreement to read:

   "In accordance with HUD Notice CPD 26-08, this Agreement will renew automatically for participation in one successive three-year Urban County qualification period (July 1, 2030 to June 30, 2033) unless COUNTY or CITY provides written notice that it elects not to participate in a new qualification period. A copy of the termination notice must be sent to HUD Field Office by the date specified on the HUD Exchange Urban Counties website. COUNTY shall notify CITY in writing of its right not to participate any longer than the date specified in HUD's Urban County Qualification Notice for the next qualification period. A copy of the County's notification must be sent to the HUD field office by the date specified on the HUD Exchange Urban Counties website."

4. Section 11 of the Original Agreement is amended to read:

   "CITY and COUNTY agree to adopt amendment(s) to this Agreement as may be required by HUD to meet any new Urban County Qualification requirement(s) when applicable and to submit such amendments to HUD. The COUNTY will notify CITY of its right to terminate its participation in the program based on the adoption of any such amendment. If either CITY or COUNTY refuses to adopt any such amendment, and

to submit such amendment to HUD, this Agreement will be voided for such qualification period."

5. Section 14 of the Original Agreement is amended to add subsection (d) as follows:

   "d. This Agreement covers the following formula funding programs administered by HUD: CDBG, HOME, and ESG, and CITY may receive a formula allocation under the HOME and ESG Programs only through the COUNTY. This does not preclude the COUNTY or the CITY from applying for HOME or ESG funds from the State, if the State allows."

6. Section 24 of the Original Agreement is amended to read:

   "CITY may void this Agreement only if it submits to COUNTY on or before June 2027 the notification from HUD that CITY has qualified as a "Metropolitan City" or an "Entitlement City" prior to the completion of the re-qualification process for Fiscal Years 2027-2028, 2028-2029, and 2029-2030. Upon such notification by HUD, CITY also must submit to COUNTY and HUD written notification of its decision to either remain in the Urban County Program as a "Metropolitan City" or become an "Entitlement City" as a separate entity. If this Agreement is not voided, then CITY must participate in COUNTY's Urban County for the entire three-year qualification period (FYs 2027/2028 through 2029/2030)."

II. Additional Agreements

The terms of the Additional Agreements in the Original Agreement are hereby amended as follows:

1. The COUNTY and the CITY agree to cooperate to undertake, or assist in undertaking, essential community development and housing assistance activities in and for the benefit of the CITY, as approved and authorized between the Parties in the CDBG agreements, including the Consolidated Plan.

2. The CITY understands and agrees that it may not apply for grants under the State CDBG Program for the fiscal years during the period in which the CITY participates in the COUNTY's CDBG Program. The COUNTY agrees that the CDBG funds that the CITY is entitled to will be utilized to benefit the CITY.

3. The COUNTY and the CITY shall take all actions necessary to assure compliance with the COUNTY'S certification under section 104(b) of Title I of the Housing and Community Development Act of 1974, as amended, and that the grant will be conducted and administered in conformity with:

   a. Title VI of the Civil Rights Act of 1964 and the implementing regulations at 24 CFR Part 1;
   b. The Fair Housing Act, and the implementing regulations at 24 CFR Part 100, and will comply with the obligation to affirmatively further fair housing including the obligations set forth in 24 CFR 91.225(a) and 5.105(a); and
   c. Section 109 of Title I of the Housing and Community Development Act of 1974, and the implementing regulations at 24 CFR Part 6, which incorporates Section 504 of the Rehabilitation Act of 1973 and the implementing regulations

at 24 CFR Part 8, Title II of the Americans with Disabilities Act of 1974 and the implementing regulations at 28 CFR Part 35, the Age Discrimination Act of 1975 and the implementing regulations at 24 CFR Part 146, Section 3 of the Housing and Urban Development Act of 1968, Uniform Relocation and Real Property Policies Act of 1970 and the implementing regulations at 49 CFR Part 24, Section 104(d) of the Housing and Community Development Act of 1974 and the implementing regulations at 24 CFR Part 425, and all other applicable laws and regulations. The Parties agree that no urban county funding will be used for activities in, or in support of, any cooperating unit of general local government that does not affirmatively further fair housing within its own jurisdiction or that impedes the COUNTY'S actions to comply with the COUNTY'S fair housing certification. The Parties acknowledge and agree that noncompliance by a unit of general local government included in an urban county may constitute noncompliance by the grantee (i.e., the urban 14 county) that can, in turn, provide cause for funding sanctions or other remedial actions by the Department.

4. The CITY, COUNTY, and all other applicable units of general local government, may not sell, trade, or otherwise transfer all or any portion of such funds to another such metropolitan city, urban county, unit of general local government, or Indian tribe, or insular area that directly or indirectly receives CDBG funds in exchange for any other funds, credits or non-Federal considerations, but must use such funds for activities eligible under Title I of the Housing and Community Development Act of 1974, as amended.

5. All other provisions of the Original Agreement, as amended, a copy of which is attached hereto as Exhibit A and incorporated by this reference, to the extent they are not inconsistent with this Amendment SEVEN, remain unchanged and in full force and effect.

IN WITNESS WHEREOF, CITY has caused this Amendment SEVEN to be executed by its City Manager and attested by its City Clerk; COUNTY has caused this Amendment SEVEN to be executed by the Director of the Orange County Community Resources; each having been duly authorized by the CITY Council and the COUNTY Board of Supervisors, respectively.

ATTEST:

City of Cypress, a municipal
Corporation in the State of California

By: _____
Name: Alicia Velasco
Title: Director of Community Development
Date: _____

By: _____
Name: Lisa Berglund
Title: City Clerk
Date: _____

COUNTY OF ORANGE, a political subdivision of the State of California
By:

_____
Dylan Wright, Director
Orange County Community Resources
Date:

_____

//

ORIGINAL AGREEMENT, AS AMENDED, APPROVED AS TO FORM AND REQUIRED COUNTY COUNSEL OPINION STATEMENT:

The terms and provisions of the Original Agreement, including this Amendment SEVEN, are fully authorized under State and local law and the Agreement provides full legal authority for the County to undertake, or assist in undertaking, essential community development and housing assistance activities within the CITY's jurisdiction.

Office of the County Counsel

Deputy County Counsel	Dated

CITY OF CYPRESS

CITY COUNCIL REPORT

City Council Regular **6.**

FROM: Nick Mangkalakiri, Director of Public Works

DATE: 07/14/2026

SUBJECT: **Award Contract for Public Engagement and Professional Design Services for Park Playground Equipment Replacement, Project 465**

RECOMMENDATION

1. Award a contract to David Volz Design Landscape Architecture, Inc. for Public Engagement and Professional Design Services for Park Playground Equipment Replacement, Project 465, for $106,550, and authorize a contingency of $16,000; and

2. Authorize the City Manager to execute the contract agreement.

DISCUSSION

Veterans Park, located at 4554 Avenida Granada, and Maple Grove North Park, located at 6221 Orangewood Avenue, are heavily utilized neighborhood parks containing playground infrastructure that has reached the end of its useful service life. This project will replace the playground structures and play surfacing at both parks to improve safety, accessibility, and recreational opportunities.

Rather than selecting equipment from a standard manufacturer's catalog, the City is pursuing unique, site-specific playground designs for each park. To support this effort, Public Works issued a Request for Qualifications seeking firms with expertise in custom playground design, public outreach, and inclusive play environments. Four qualified proposals were received and evaluated based on experience, project approach, and overall qualifications. Following the evaluation and reference checks, Public Works identified David Volz Design Landscape Architecture, Inc. (DVDC) as the most qualified firm to provide design services for this project.

DVDC has extensive experience designing high-quality, durable playgrounds throughout Southern California, including neighborhood park projects for the cities of Buena Park, Garden Grove, South Gate, and Santa Ana. The firm specializes in public outreach and designing inclusive play environments that meet current ADA and ASTM safety standards.

The public outreach and design process is expected to take approximately seven months. The preferred playground concepts and final equipment themes will be presented to the Recreation and Community Services Commission and City Council for review prior to soliciting bids for construction.

Construction will be completed over two fiscal years. In FY 2026-27, DVDC will conduct community outreach and prepare construction documents for both Veterans Park and Maple Grove North Park. Construction is anticipated to begin at Veterans Park in Spring 2027, followed by construction at Maple Grove North Park in early FY 2027-28.

BUDGET IMPACT

The $122,550 design cost includes public outreach, design, and contingency, and is lower than the $750,000 project budget (design, construction, and in-house labor). There are sufficient amounts available in the District's Capital Projects budget in FY 2026-27. The remaining balance will be available for in-house labor and construction of the playground equipment at Veterans Park.

Project Budget (Design, Construction, In-House Labor)	**$750,000**
Design Proposal	$106,550
Design Contingency (15%)	$16,000
Total Design Estimate	**$122,550**
Available Balance	**$627,500**

LEGAL REVIEW

The City Attorney has reviewed this staff report and approved the agreement as to form.

APPROVED BY: Shannon DeLong, City Manager

Attachments

Contract Agreement
Proposals

AGREEMENT FOR COMMUNITY OUTREACH AND DESIGN FOR THE PLAYGROUND EQUIPMENT REPLACEMENT AT VETERANS PARK AND MAPLE GROVE NORTH PARK – PROJECT 465
BY AND BETWEEN THE CITY OF CYPRESS AND
David Volz Design Landscape Architecture, Inc.

FOR CONTRACT SERVICES (herein "Agreement") is made and entered into this _____ day of _____, 2026 by and between the City of Cypress, a California municipal corporation ("City") and **David Volz Design Landscape Architecture, Inc.** a California Corporation ("Contractor"). City and Contractor are sometimes hereinafter individually referred to as "Party" and hereinafter collectively referred to as the "Parties."

RECITALS

A. City has sought, by issuance of a Request for Proposals or Invitation for Bids, the performance of the services defined and described particularly in Article 1 of this Agreement.

B. Contractor, following submission of a proposal or bid for the performance of the services defined and described particularly in Article 1 of this Agreement, was selected by the City to perform those services.

C. Pursuant to the City of Cypress's Charter and Municipal Code, City has authority to enter into and execute this Agreement.

D. The Parties desire to formalize the selection of Contractor for performance of those services defined and described particularly in Article 1 of this Agreement and desire that the terms of that performance be as particularly defined and described herein.

OPERATIVE PROVISIONS

NOW, THEREFORE, in consideration of the mutual promises and covenants made by the Parties and contained herein and other consideration, the value and adequacy of which are hereby acknowledged, the parties agree as follows:

ARTICLE 1. SERVICES OF CONTRACTOR

1.1 Scope of Services.

In compliance with all terms and conditions of this Agreement, the Contractor shall provide those services specified in the "Scope of Services" attached hereto as Exhibit "A" and incorporated herein by this reference, which may be referred to herein as the "services" or "work" hereunder. As a material inducement to the City entering into this Agreement, Contractor represents and warrants that it has the qualifications, experience, and facilities necessary to properly perform the services required under this Agreement in a thorough, competent, and professional manner, and is experienced in performing the work and services contemplated herein. Contractor shall at all times faithfully, competently and to the best of its ability, experience and talent, perform all services described herein. Contractor covenants that it shall follow the highest professional standards in performing the work and services required hereunder and that all materials will be both of good

quality as well as fit for the purpose intended. For purposes of this Agreement, the phrase "highest professional standards" shall mean those standards of practice recognized by one or more first-class firms performing similar work under similar circumstances.

1.2 Contractor's Proposal.

The Scope of Service shall include the Contractor's scope of work or bid which shall be incorporated herein by this reference as though fully set forth herein. In the event of any inconsistency between the terms of such proposal and this Agreement, the terms of this Agreement shall govern.

1.3 Compliance with Law.

Contractor shall keep itself informed concerning, and shall render all services hereunder in accordance with, all ordinances, resolutions, statutes, rules, and regulations of the City and any Federal, State or local governmental entity having jurisdiction in effect at the time service is rendered.

1.4 Licenses, Permits, Fees and Assessments.

Contractor shall obtain at its sole cost and expense such licenses, permits and approvals as may be required by law for the performance of the services required by this Agreement. Contractor shall have the sole obligation to pay for any fees, assessments and taxes, plus applicable penalties and interest, which may be imposed by law and arise from or are necessary for the Contractor's performance of the services required by this Agreement, and shall indemnify, defend and hold harmless City, its officers, employees or agents of City, against any such fees, assessments, taxes, penalties or interest levied, assessed or imposed against City hereunder.

1.5 Familiarity with Work.

By executing this Agreement, Contractor warrants that Contractor (i) has thoroughly investigated and considered the scope of services to be performed, (ii) has carefully considered how the services should be performed, and (iii) fully understands the facilities, difficulties and restrictions attending performance of the services under this Agreement. If the services involve work upon any site, Contractor warrants that Contractor has or will investigate the site and is or will be fully acquainted with the conditions there existing, prior to commencement of services hereunder. Should the Contractor discover any latent or unknown conditions, which will materially affect the performance of the services hereunder, Contractor shall immediately inform the City of such fact and shall not proceed except at Contractor's risk until written instructions are received from the Contract Officer.

1.6 Care of Work.

The Contractor shall adopt reasonable methods during the life of the Agreement to furnish continuous protection to the work, and the equipment, materials, papers, documents, plans, studies and/or other components thereof to prevent losses or damages, and shall be responsible for all such damages, to persons or property, until acceptance of the work by City, except such losses or damages as may be caused by City's own negligence.

1.7 Further Responsibilities of Parties.

Both parties agree to use reasonable care and diligence to perform their respective obligations under this Agreement. Both parties agree to act in good faith to execute all instruments, prepare all documents and take all actions as may be reasonably necessary to carry out the purposes of this Agreement. Unless hereafter specified, neither party shall be responsible for the service of the other.

1.8 Additional Services.

City shall have the right at any time during the performance of the services, without invalidating this Agreement, to order extra work beyond that specified in the Scope of Services or make changes by altering, adding to or deducting from said work. No such extra work may be undertaken unless a written order is first given by the Contract Officer to the Contractor, incorporating therein any adjustment in (i) the Contract Sum for the actual costs of the extra work, and/or (ii) the time to perform this Agreement, which said adjustments are subject to the written approval of the Contractor. Any increase in compensation of up to Five percent (5%) of the Contract Sum or $40,000, whichever is less; or, in the time to perform of up to one hundred eighty (180) days, may be approved by the Contract Officer. Any greater increases, taken either separately or cumulatively, must be approved by the City Council. It is expressly understood by Contractor that the provisions of this Section shall not apply to services specifically set forth in the Scope of Services. Contractor hereby acknowledges that it accepts the risk that the services to be provided pursuant to the Scope of Services may be more costly or time consuming than Contractor anticipates and that Contractor shall not be entitled to additional compensation therefor. City may in its sole and absolute discretion have similar work done by other contractors. No claims for an increase in the Contract Sum or time for performance shall be valid unless the procedures established in this Section are followed.

1.9 Special Requirements.

Additional terms and conditions of this Agreement, if any, which are made a part hereof are set forth in the "Special Requirements" attached hereto as Exhibit "B" and incorporated herein by this reference. In the event of a conflict between the provisions of Exhibit "B" and any other provisions of this Agreement, the provisions of Exhibit "B" shall govern.

ARTICLE 2. COMPENSATION AND METHOD OF PAYMENT.

2.1 Contract Sum.

Subject to any limitations set forth in this Agreement, City agrees to pay Contractor the amounts specified in the "Schedule of Compensation" attached hereto as Exhibit "C" and incorporated herein by this reference. The total compensation, including reimbursement for actual expenses, shall not exceed (see Exhibit "C") Dollars (the "Contract Sum"), unless additional compensation is approved pursuant to Section 1.8.

2.2 Method of Compensation.

The method of compensation may include: (i) a lump sum payment upon completion; (ii) payment in accordance with specified tasks or the percentage of completion of the services, less contract retention; (iii) payment for time and materials based upon the Contractor's rates as specified in the Schedule of Compensation, provided that (a) time estimates are provided for the performance of sub tasks, (b) contract retention is maintained, and (c) the Contract Sum is not exceeded; or (iv) such other methods as may be specified in the Schedule of Compensation.

2.3 Reimbursable Expenses.

Compensation may include reimbursement for actual and necessary expenditures for reproduction costs, telephone expenses, and travel expenses approved by the Contract Officer in advance, or actual subcontractor expenses of an approved subcontractor pursuant to Section 4.5, and only if specified in the Schedule of Compensation. The Contract Sum shall include the attendance of Contractor at all project meetings reasonably deemed necessary by the City. Coordination of the performance of the work with City is a critical component of the services. If Contractor is required to attend additional meetings to facilitate such coordination, Contractor shall not be entitled to any additional compensation for attending said meetings.

2.4 Invoices.

Each month Contractor shall furnish to City an original invoice for all work performed and expenses incurred during the preceding month in a form approved by City's Director of Finance. By submitting an invoice for payment under this Agreement, Contractor is certifying compliance with all provisions of the Agreement. The invoice shall detail charges for all necessary and actual expenses by the following categories: labor (by sub-category), travel, materials, equipment, supplies, and sub-contractor contracts. Sub-contractor charges shall also be detailed by such categories. Contractor shall not invoice City for any duplicate services performed by more than one person.

City shall independently review each invoice submitted by the Contractor to determine whether the work performed and expenses incurred are in compliance with the provisions of this Agreement. Except as to any charges for work performed or expenses incurred by Contractor which are disputed by City, or as provided in Section 7.3, City will use its best efforts to cause Contractor to be paid within forty-five (45) days of receipt of Contractor's correct and undisputed invoice; however, Contractor acknowledges and agrees that due to City warrant run procedures, the City cannot guarantee that payment will occur within this time period. In the event any charges or expenses are disputed by City, the original invoice shall be returned by City to Contractor for correction and resubmission. Review and payment by City for any invoice provided by the Contractor shall not constitute a waiver of any rights or remedies provided herein or any applicable law.

2.5 Waiver.

Payment to Contractor for work performed pursuant to this Agreement shall not be deemed to waive any defects in work performed by Contractor.

ARTICLE 3. PERFORMANCE SCHEDULE

3.1 Time of Essence.

Time is of the essence in the performance of this Agreement.

3.2 Schedule of Performance.

Contractor shall commence the services pursuant to this Agreement upon receipt of a written notice to proceed and shall perform all services within the time period(s) established in the "Schedule of Performance" attached hereto as Exhibit "D" and incorporated herein by this reference. When requested by the Contractor, extensions to the time period(s) specified in the Schedule of Performance may be approved in writing by the Contract Officer but not exceeding one hundred eighty (180) days cumulatively.

3.3 Force Majeure.

The time period(s) specified in the Schedule of Performance for performance of the services rendered pursuant to this Agreement shall be extended because of any delays due to unforeseeable causes beyond the control and without the fault or negligence of the Contractor, including, but not restricted to, acts of God or of the public enemy, unusually severe weather, fires, earthquakes, floods, epidemics, quarantine restrictions, riots, strikes, freight embargoes, wars, litigation, and/or acts of any governmental agency, including the City, if the Contractor shall within ten (10) days of the commencement of such delay notify the Contract Officer in writing of the causes of the delay. The Contract Officer shall ascertain the facts and the extent of delay, and extend the time for performing the services for the period of the enforced delay when and if in the judgment of the Contract Officer such delay is justified. The Contract Officer's determination shall be final and conclusive upon the parties to this Agreement. In no event shall Contractor be entitled to recover damages against the City for any delay in the performance of this Agreement, however caused, Contractor's sole remedy being extension of the Agreement pursuant to this Section.

3.4 Term.

Unless earlier terminated in accordance with Article 7 of this Agreement, this Agreement shall continue in full force and effect until completion of the services but not exceeding one (1) years from the date hereof, except as otherwise provided in the Schedule of Performance (Exhibit "D").

ARTICLE 4. COORDINATION OF WORK

4.1 Representatives and Personnel of Contractor.

The following principals of Contractor ("Principals") are hereby designated as being the principals and representatives of Contractor authorized to act in its behalf with respect to the work specified herein and make all decisions in connection therewith:

(Name)	**(Title)**
(Name)	**(Title)**
(Name)	**(Title)**

It is expressly understood that the experience, knowledge, capability and reputation of the foregoing principals were a substantial inducement for City to enter into this Agreement. Therefore, the foregoing principals shall be responsible during the term of this Agreement for directing all activities of Contractor and devoting sufficient time to personally supervise the services hereunder. All personnel of Contractor, and any authorized agents, shall at all times be under the exclusive direction and control of the Principals. For purposes of this Agreement, the foregoing Principals may not be replaced nor may their responsibilities be substantially reduced by Contractor without the express written approval of City. Additionally, Contractor shall utilize only competent personnel to perform services pursuant to this Agreement. Contractor shall make every reasonable effort to maintain the stability and continuity of Contractor's staff and subcontractors, if any, assigned to perform the services required under this Agreement. Contractor shall notify City of any changes in Contractor's staff and subcontractors, if any, assigned to perform the services required under this Agreement, prior to and during any such performance.

4.2 Status of Contractor.

Contractor shall have no authority to bind City in any manner, or to incur any obligation, debt or liability of any kind on behalf of or against City, whether by contract or otherwise, unless such authority is expressly conferred under this Agreement or is otherwise expressly conferred in writing by City. Contractor shall not at any time or in any manner represent that Contractor or any of Contractor's officers, employees, or agents are in any manner officials, officers, employees or agents of City. Neither Contractor, nor any of Contractor's officers, employees or agents, shall obtain any rights to retirement, health care or any other benefits which may otherwise accrue to City's employees. Contractor expressly waives any claim Contractor may have to any such rights.

4.3 Contract Officer.

The Contract Officer shall be Director of Public Works or such person as may be designated by the City Manager. It shall be the Contractor's responsibility to assure that the Contract Officer is kept informed of the progress of the performance of the services and the Contractor shall refer any decisions which must be made by City to the Contract Officer. Unless otherwise specified herein, any approval of City required hereunder shall mean the approval of the Contract Officer. The Contract Officer shall have authority, if specified in writing by the City Manager, to sign all documents on behalf of the City required hereunder to carry out the terms of this Agreement.

4.4 Independent Contractor.

Neither the City nor any of its employees shall have any control over the manner, mode or means by which Contractor, its agents or employees, perform the services required herein, except

as otherwise set forth herein. City shall have no voice in the selection, discharge, supervision or control of Contractor's employees, servants, representatives or agents, or in fixing their number, compensation or hours of service. Contractor shall perform all services required herein as an independent contractor of City and shall remain at all times as to City a wholly independent contractor with only such obligations as are consistent with that role. Contractor shall not at any time or in any manner represent that it or any of its agents or employees are agents or employees of City. City shall not in any way or for any purpose become or be deemed to be a partner of Contractor in its business or otherwise or a joint venturer or a member of any joint enterprise with Contractor.

4.5 Prohibition Against Subcontracting or Assignment.

The experience, knowledge, capability and reputation of Contractor, its principals and employees were a substantial inducement for the City to enter into this Agreement. Therefore, Contractor shall not contract with any other entity to perform in whole or in part the services required hereunder without the express written approval of the City. In addition, neither this Agreement nor any interest herein may be transferred, assigned, conveyed, hypothecated or encumbered voluntarily or by operation of law, whether for the benefit of creditors or otherwise, without the prior written approval of City. Transfers restricted hereunder shall include the transfer to any person or group of persons acting in concert of more than twenty five percent (25%) of the present ownership and/or control of Contractor, taking all transfers into account on a cumulative basis. In the event of any such unapproved transfer, including any bankruptcy proceeding, this Agreement shall be void. No approved transfer shall release the Contractor or any surety of Contractor of any liability hereunder without the express consent of City.

ARTICLE 5. INSURANCE AND INDEMNIFICATION

5.1 Insurance Coverages.

The Contractor shall procure and maintain, at its sole cost and expense, in a form and content satisfactory to City, during the entire term of this Agreement including any extension thereof, the following policies of insurance which shall cover all elected and appointed officers, employees and agents of City:

(a) General Liability Insurance (Occurrence Form CG0001 or equivalent). A policy of comprehensive general liability insurance written on a per occurrence basis for bodily injury, personal injury and property damage. The policy of insurance shall be in an amount not less than $1,000,000.00 per occurrence or if a general aggregate limit is used, then the general aggregate limit shall be twice the occurrence limit.

(b) Worker's Compensation Insurance. A policy of worker's compensation insurance in such amount as will fully comply with the laws of the State of California and which shall indemnify, insure and provide legal defense for the Contractor against any loss, claim or damage arising from any injuries or occupational diseases occurring to any worker employed by or any persons retained by the Contractor in the course of carrying out the work or services contemplated in this Agreement.

(c) Automotive Insurance (Form CA 0001 (Ed 1/87) including "any auto" and endorsement CA 0025 or equivalent). A policy of comprehensive automobile liability insurance written on a per occurrence for bodily injury and property damage in an amount not less than $1,000,000. Said policy shall include coverage for owned, non-owned, leased, hired cars and any automobile.

(d) Professional Liability. Professional liability insurance appropriate to the Contractor's profession. This coverage may be written on a "claims made" basis, and must include coverage for contractual liability. The professional liability insurance required by this Agreement must be endorsed to be applicable to claims based upon, arising out of or related to services performed under this Agreement. The insurance must be maintained for at least 5 consecutive years following the completion of Contractor's services or the termination of this Agreement. During this additional 5-year period, Contractor shall annually and upon request of the City submit written evidence of this continuous coverage.

(e) Subcontractors. Contractor shall include all subcontractors as insureds under its policies or shall furnish separate certificates and certified endorsements for each subcontractor. All coverages for subcontractors shall include all of the requirements stated herein.

(f) Additional Insurance. Policies of such other insurance, as may be required in the Special Requirements in Exhibit "B".

5.2 General Insurance Requirements.

All of the above policies of insurance shall be primary insurance and shall name the City, its elected and appointed officers, employees and agents as additional insureds and any insurance maintained by City or its officers, employees or agents may apply in excess of, and not contribute with Contractor's insurance. The insurer is deemed hereof to waive all rights of subrogation and contribution it may have against the City, its officers, employees and agents and their respective insurers. Moreover, the insurance policy must specify that where the primary insured does not satisfy the self-insured retention, any additional insured may satisfy the self-insured retention.

All of said policies of insurance shall provide that said insurance may not be amended or cancelled by the insurer or any party hereto without providing thirty (30) days prior written notice by certified mail return receipt requested to the City. In the event any of said policies of insurance are cancelled, the Contractor shall, prior to the cancellation date, submit new evidence of insurance in conformance with Section 5.1 to the Contract Officer.

No work or services under this Agreement shall commence until the Contractor has provided the City with Certificates of Insurance, additional insured endorsement forms or appropriate insurance binders evidencing the above insurance coverages and said Certificates of Insurance or binders are approved by the City. City reserves the right to inspect complete, certified copies of and endorsements to all required insurance policies at any time. Any failure to comply with the reporting or other provisions of the policies including breaches or warranties shall not affect coverage provided to City.

All certificates shall name the City as additional insured (providing the appropriate endorsement) and shall conform to the following "cancellation" notice:

CANCELLATION:

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATED THEREOF, THE ISSUING COMPANY SHALL MAIL THIRTY (30)-DAY ADVANCE WRITTEN NOTICE TO CERTIFICATE HOLDER NAMED HEREIN.

[to be initialed] _____

Contractor Initials

City, its respective elected and appointed officers, directors, officials, employees, agents and volunteers are to be covered as additional insureds as respects: liability arising out of activities Contractor performs; products and completed operations of Contractor; premises owned, occupied or used by Contractor; or any automobiles owned, leased, hired or borrowed by Contractor. The coverage shall contain no special limitations on the scope of protection afforded to City, and their respective elected and appointed officers, officials, employees or volunteers. Contractor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

Any deductibles or self-insured retentions must be declared to and approved by City. At the option of City, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects City or its respective elected or appointed officers, officials, employees and volunteers or the Contractor shall procure a bond guaranteeing payment of losses and related investigations, claim administration, defense expenses and claims. The Contractor agrees that the requirement to provide insurance shall not be construed as limiting in any way the extent to which the Contractor may be held responsible for the payment of damages to any persons or property resulting from the Contractor's activities or the activities of any person or persons for which the Contractor is otherwise responsible nor shall it limit the Contractor's indemnification liabilities as provided in Section 5.3.

In the event the Contractor subcontracts any portion of the work in compliance with Section 4.5 of this Agreement, the contract between the Contractor and such subcontractor shall require the subcontractor to maintain the same policies of insurance that the Contractor is required to maintain pursuant to Section 5.1, and such certificates and endorsements shall be provided to City.

5.3 Indemnification.

To the full extent permitted by law, Contractor agrees to indemnify, defend and hold harmless the City, its officers, employees and agents ("Indemnified Parties") against, and will hold and save them and each of them harmless from, any and all actions, either judicial, administrative, arbitration or regulatory claims, damages to persons or property, losses, costs, penalties, obligations, errors, omissions or liabilities whether actual or threatened (herein "claims or liabilities") that may be asserted or claimed by any person, firm or entity arising out of or in connection with the negligent performance of the work, operations or activities provided herein of Contractor, its officers, employees, agents, subcontractors, or invitees, or any individual or entity for which Contractor is legally liable ("indemnitors"), or arising from Contractor's or indemnitors'

reckless or willful misconduct, or arising from Contractor's or indemnitors' negligent performance of or failure to perform any term, provision, covenant or condition of this Agreement, and in connection therewith:

(a) Contractor will defend any action or actions filed in connection with any of said claims or liabilities and will pay all costs and expenses, including legal costs and attorney's fees incurred in connection therewith;

(b) Contractor will promptly pay any judgment rendered against the City, its officers, agents or employees for any such claims or liabilities arising out of or in connection with the negligent performance of or failure to perform such work, operations or activities of Contractor hereunder; and Contractor agrees to save and hold the City, its officers, agents, and employees harmless therefrom;

(c) In the event the City, its officers, agents or employees is made a party to any action or proceeding filed or prosecuted against Contractor for such damages or other claims arising out of or in connection with the negligent performance of or failure to perform the work, operation or activities of Contractor hereunder, Contractor agrees to pay to the City, its officers, agents or employees, any and all costs and expenses incurred by the City, its officers, agents or employees in such action or proceeding, including but not limited to, legal costs and attorney's fees.

Contractor shall incorporate similar indemnity agreements with its subcontractors and if it fails to do so Contractor shall be fully responsible to indemnify City hereunder therefore, and failure of City to monitor compliance with these provisions shall not be a waiver hereof. This indemnification includes claims or liabilities arising from any negligent or wrongful act, error or omission, or reckless or willful misconduct of Contractor in the performance of professional services hereunder. The provisions of this Section do not apply to claims or liabilities occurring as a result of City's sole negligence or willful acts or omissions, but, to the fullest extent permitted by law, shall apply to claims and liabilities resulting in part from City's negligence, except that design professionals' indemnity hereunder shall be limited to claims and liabilities arising out of the negligence, recklessness or willful misconduct of the design professional. The indemnity obligation shall be binding on successors and assigns of Contractor and shall survive termination of this Agreement.

5.4 Sufficiency of Insurer.

Insurance required by this Agreement shall be satisfactory only if issued by companies qualified to do business in California, rated "A" or better in the most recent edition of Best Rating Guide, The Key Rating Guide or in the Federal Register, and only if they are of a financial category Class VII or better, unless such requirements are waived by the Risk Manager of the City ("Risk Manager") due to unique circumstances. If this Agreement continues for more than 3 years duration, or in the event the risk manager determines that the work or services to be performed under this Agreement creates an increased or decreased risk of loss to the City, the Contractor agrees that the minimum limits of the insurance policies may be changed accordingly upon receipt of written notice from the Risk Manager.

ARTICLE 6. RECORDS, REPORTS, AND RELEASE OF INFORMATION

6.1 Records.

Contractor shall keep, and require subcontractors to keep, such ledgers, books of accounts, invoices, vouchers, canceled checks, reports, studies or other documents relating to the disbursements charged to City and services performed hereunder (the "books and records"), as shall be necessary to perform the services required by this Agreement and enable the Contract Officer to evaluate the performance of such services. Any and all such documents shall be maintained in accordance with generally accepted accounting principles and shall be complete and detailed. The Contract Officer shall have full and free access to such books and records at all times during normal business hours of City, including the right to inspect, copy, audit and make records and transcripts from such records. Such records shall be maintained for a period of three (3) years following completion of the services hereunder, and the City shall have access to such records in the event any audit is required. In the event of dissolution of Contractor's business, custody of the books and records may be given to City, and access shall be provided by Contractor's successor in interest. Notwithstanding the above, the Contractor shall fully cooperate with the City in providing access to the books and records if a public records request is made and disclosure is required by law including but not limited to the California Public Records Act.

6.2 Reports.

Contractor shall periodically prepare and submit to the Contract Officer such reports concerning the performance of the services required by this Agreement as the Contract Officer shall require. Contractor hereby acknowledges that the City is greatly concerned about the cost of work and services to be performed pursuant to this Agreement. For this reason, Contractor agrees that if Contractor becomes aware of any facts, circumstances, techniques, or events that may or will materially increase or decrease the cost of the work or services contemplated herein or, if Contractor is providing design services, the cost of the project being designed, Contractor shall promptly notify the Contract Officer of said fact, circumstance, technique or event and the estimated increased or decreased cost related thereto and, if Contractor is providing design services, the estimated increased or decreased cost estimate for the project being designed.

6.3 Ownership of Documents.

All drawings, specifications, maps, designs, photographs, studies, surveys, data, notes, computer files, reports, records, documents and other materials (the "documents and materials"), including any electronic documents and materials, prepared by Contractor, its employees, subcontractors and agents in the performance of this Agreement shall be the property of City and shall be delivered to City in a format of the City's choice upon request of the Contract Officer or upon the termination of this Agreement, and Contractor shall have no claim for further employment or additional compensation as a result of the exercise by City of its full rights of ownership use, reuse, or assignment of the documents and materials hereunder. Any use, reuse or assignment of such completed documents for other projects and/or use of uncompleted documents without specific written authorization by the Contractor will be at the City's sole risk and without liability to Contractor, and Contractor's guarantee and warranties shall not extend to such use, reuse or assignment. Contractor may retain copies of such documents for its own use. Contractor

shall have the right to use the concepts embodied therein. All subcontractors shall provide for assignment to City of any documents or materials prepared by them, and in the event Contractor fails to secure such assignment, Contractor shall indemnify City for all damages resulting therefrom. Moreover, Contractor with respect to any documents and materials that may qualify as "works made for hire" as defined in 17 U.S.C. § 101, such documents and materials are hereby deemed "works made for hire" for the City.

6.4 Confidentiality and Release of Information.

(a) All information gained or work product produced by Contractor in performance of this Agreement shall be considered confidential, unless such information is in the public domain or already known to Contractor. Contractor shall not release or disclose any such information or work product to persons or entities other than City without prior written authorization from the Contract Officer.

(b) Contractor, its officers, employees, agents or subcontractors, shall not, without prior written authorization from the Contract Officer or unless requested by the City Attorney, voluntarily provide documents, declarations, letters of support, testimony at depositions, response to interrogatories or other information concerning the work performed under this Agreement. Response to a subpoena or court order shall not be considered "voluntary" provided Contractor gives City notice of such court order or subpoena.

(c) If Contractor, or any officer, employee, agent or subcontractor of Contractor, provides any information or work product in violation of this Agreement, then City shall have the right to reimbursement and indemnity from Contractor for any damages, costs and fees, including attorney's fees, caused by or incurred as a result of Contractor's conduct.

(d) Contractor shall promptly notify City should Contractor, its officers, employees, agents or subcontractors be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions or other discovery request, court order or subpoena from any party regarding this Agreement and the work performed there under. City retains the right, but has no obligation, to represent Contractor or be present at any deposition, hearing or similar proceeding. Contractor agrees to cooperate fully with City and to provide City with the opportunity to review any response to discovery requests provided by Contractor. However, this right to review any such response does not imply or mean the right by City to control, direct, or rewrite said response.

ARTICLE 7. ENFORCEMENT OF AGREEMENT AND TERMINATION

7.1 California Law.

This Agreement shall be interpreted, construed and governed both as to validity and to performance of the parties in accordance with the laws of the State of California. Legal actions concerning any dispute, claim or matter arising out of or in relation to this Agreement shall be instituted in the Superior Court of the County of Orange, State of California, or any other appropriate court in such county, and Contractor covenants and agrees to submit to the personal jurisdiction of such court in the event of such action. In the event of litigation in a U.S. District

Court, venue shall lie exclusively in the Central District of California, in the County of Orange, State of California.

7.2 Disputes; Default.

In the event that Contractor is in default under the terms of this Agreement, the City shall not have any obligation or duty to continue compensating Contractor for any work performed after the date of default. Instead, the City may give notice to Contractor of the default and the reasons for the default. The notice shall include the timeframe in which Contractor may cure the default. This timeframe is presumptively thirty (30) days, but may be extended, though not reduced, if circumstances warrant. During the period of time that Contractor is in default, the City shall hold all invoices and shall, when the default is cured, proceed with payment on the invoices. In the alternative, the City may, in its sole discretion, elect to pay some or all of the outstanding invoices during the period of default. If Contractor does not cure the default, the City may take necessary steps to terminate this Agreement under this Article. Any failure on the part of the City to give notice of the Contractor's default shall not be deemed to result in a waiver of the City's legal rights or any rights arising out of any provision of this Agreement.

7.3 Retention of Funds.

Contractor hereby authorizes City to deduct from any amount payable to Contractor (whether or not arising out of this Agreement) (i) any amounts the payment of which may be in dispute hereunder or which are necessary to compensate City for any losses, costs, liabilities, or damages suffered by City, and (ii) all amounts for which City may be liable to third parties, by reason of Contractor's acts or omissions in performing or failing to perform Contractor's obligation under this Agreement. In the event that any claim is made by a third party, the amount or validity of which is disputed by Contractor, or any indebtedness shall exist which shall appear to be the basis for a claim of lien, City may withhold from any payment due, without liability for interest because of such withholding, an amount sufficient to cover such claim. The failure of City to exercise such right to deduct or to withhold shall not, however, affect the obligations of the Contractor to insure, indemnify, and protect City as elsewhere provided herein.

7.4 Waiver.

Waiver by any party to this Agreement of any term, condition, or covenant of this Agreement shall not constitute a waiver of any other term, condition, or covenant. Waiver by any party of any breach of the provisions of this Agreement shall not constitute a waiver of any other provision or a waiver of any subsequent breach or violation of any provision of this Agreement. Acceptance by City of any work or services by Contractor shall not constitute a waiver of any of the provisions of this Agreement. No delay or omission in the exercise of any right or remedy by a non-defaulting party on any default shall impair such right or remedy or be construed as a waiver. Any waiver by either party of any default must be in writing and shall not be a waiver of any other default concerning the same or any other provision of this Agreement.

7.5 Rights and Remedies are Cumulative.

Except with respect to rights and remedies expressly declared to be exclusive in this Agreement, the rights and remedies of the parties are cumulative and the exercise by either party

of one or more of such rights or remedies shall not preclude the exercise by it, at the same or different times, of any other rights or remedies for the same default or any other default by the other party.

7.6 Legal Action.

In addition to any other rights or remedies, either party may take legal action, in law or in equity, to cure, correct or remedy any default, to recover damages for any default, to compel specific performance of this Agreement, to obtain declaratory or injunctive relief, or to obtain any other remedy consistent with the purposes of this Agreement. Notwithstanding any contrary provision herein, Contractor shall file a statutory claim pursuant to Government Code Sections 905 et. seq. and 910 et. seq., in order to pursue a legal action under this Agreement.

7.7 Termination Prior to Expiration of Term.

This Section shall govern any termination of this Contract except as specifically provided in the following Section for termination for cause. The City reserves the right to terminate this Contract at any time, with or without cause, upon written notice to Contractor. In addition, the Contractor may terminate this Contract for cause, upon sixty (60) days' advance written notice to City. Upon receipt of any notice of termination, Contractor shall immediately cease all services hereunder except such as may be specifically approved by the Contract Officer. Except where the Contractor has initiated termination, the Contractor shall be entitled to compensation for all services rendered prior to the effective date of the notice of termination and for any services authorized by the Contract Officer thereafter in accordance with the Schedule of Compensation or such as may be approved by the Contract Officer, except as provided in Section 7.3. In the event the Contractor has initiated termination, the Contractor shall be entitled to compensation only for the reasonable value of the work product actually produced hereunder. In the event of termination without cause pursuant to this Section, the terminating party need not provide the non-terminating party with the opportunity to cure pursuant to Section 7.2.

7.8 Termination for Default of Contractor.

If termination is due to the failure of the Contractor to fulfill its obligations under this Agreement, City may, after compliance with the provisions of Section 7.2, take over the work and prosecute the same to completion by contract or otherwise, and the Contractor shall be liable to the extent that the total cost for completion of the services required hereunder exceeds the compensation herein stipulated (provided that the City shall use reasonable efforts to mitigate such damages), and City may withhold any payments to the Contractor for the purpose of set-off or partial payment of the amounts owed the City as previously stated.

7.9 Attorney's Fees.

If either party to this Agreement is required to initiate or defend or made a party to any action or proceeding in any way connected with this Agreement, the prevailing party in such action or proceeding, in addition to any other relief which may be granted, whether legal or equitable, shall be entitled to reasonable attorney's fees. Attorney's fees shall include attorney's fees on any appeal, and in addition a party entitled to attorney's fees shall be entitled to all other reasonable costs for investigating such action, taking depositions and discovery and all other necessary costs

the court allows which are incurred in such litigation. All such fees shall be deemed to have accrued on commencement of such action and shall be enforceable whether or not such action is prosecuted to judgment.

ARTICLE 8. CITY OFFICERS AND EMPLOYEES: NON-DISCRIMINATION

8.1 Non-liability of City Officers and Employees.

No officer or employee of the City shall be personally liable to the Contractor, or any successor in interest, in the event of any default or breach by the City or for any amount which may become due to the Contractor or to its successor, or for breach of any obligation of the terms of this Agreement.

8.2 Conflict of Interest.

Contractor covenants that neither it, nor any officer or principal of its firm, has or shall acquire any interest, directly or indirectly, which would conflict in any manner with the interests of City or which would in any way hinder Contractor's performance of services under this Agreement. Contractor further covenants that in the performance of this Agreement, no person having any such interest shall be employed by it as an officer, employee, agent or subcontractor without the express written consent of the Contract Officer. Contractor agrees to at all times avoid conflicts of interest or the appearance of any conflicts of interest with the interests of City in the performance of this Agreement.

8.3 Covenant Against Discrimination.

Contractor covenants that, by and for itself, its heirs, executors, assigns, and all persons claiming under or through them, that there shall be no discrimination against or segregation of, any person or group of persons on account of race, color, creed, religion, sex, gender, sexual orientation, marital status, national origin, ancestry or other protected class in the performance of this Agreement. Contractor shall take affirmative action to insure that applicants are employed and that employees are treated during employment without regard to their race, color, creed, religion, sex, gender, sexual orientation, marital status, national origin, ancestry or other protected class.

8.4 Unauthorized Aliens.

Contractor hereby promises and agrees to comply with all of the provisions of the Federal Immigration and Nationality Act, 8 U.S.C.A. §§ 1101, *et seq.*, as amended, and in connection therewith, shall not employ unauthorized aliens as defined therein. Should Contractor so employ such unauthorized aliens for the performance of work and/or services covered by this Agreement, and should any liability or sanctions be imposed against City for such use of unauthorized aliens, Contractor hereby agrees to and shall reimburse City for the cost of all such liabilities or sanctions imposed, together with any and all costs, including attorney's fees, incurred by City.

ARTICLE 9. MISCELLANEOUS PROVISIONS

9.1 Notices.

Any notice, demand, request, document, consent, approval, or communication either party desires or is required to give to the other party or any other person shall be in writing and either served personally or sent by prepaid, first-class mail, in the case of the City, to the City Manager and to the attention of the Contract Officer (with her/his name and City title), City of Cypress, 5275 Orange Avenue, Cypress, California 90630 and in the case of the Contractor, to the person(s) at the address designated on the execution page of this Agreement. Either party may change its address by notifying the other party of the change of address in writing. Notice shall be deemed communicated at the time personally delivered or in seventy-two (72) hours from the time of mailing if mailed as provided in this Section.

9.2 Interpretation.

The terms of this Agreement shall be construed in accordance with the meaning of the language used and shall not be construed for or against either party by reason of the authorship of this Agreement or any other rule of construction which might otherwise apply.

9.3 Counterparts.

This Agreement may be executed in counterparts, each of which shall be deemed to be an original, and such counterparts shall constitute one and the same instrument.

9.4 Integration; Amendment.

This Agreement including the attachments hereto is the entire, complete and exclusive expression of the understanding of the parties. It is understood that there are no oral agreements between the parties hereto affecting this Agreement and this Agreement supersedes and cancels any and all previous negotiations, arrangements, agreements and understandings, if any, between the parties, and none shall be used to interpret this Agreement. No amendment to or modification of this Agreement shall be valid unless made in writing and approved by the Contractor and by the City Council. The parties agree that this requirement for written modifications cannot be waived and that any attempted waiver shall be void.

9.5 Severability.

In the event that any one or more of the phrases, sentences, clauses, paragraphs, or sections contained in this Agreement shall be declared invalid or unenforceable by a valid judgment or decree of a court of competent jurisdiction, such invalidity or unenforceability shall not affect any of the remaining phrases, sentences, clauses, paragraphs, or sections of this Agreement which are hereby declared as severable and shall be interpreted to carry out the intent of the parties hereunder unless the invalid provision is so material that its invalidity deprives either party of the basic benefit of their bargain or renders this Agreement meaningless.

9.6 Warranty & Representation of Non-Collusion.

No official, officer, or employee of City has any financial interest, direct or indirect, in this Agreement, nor shall any official, officer, or employee of City participate in any decision relating to this Agreement which may affect his/her financial interest or the financial interest of any corporation, partnership, or association in which (s)he is directly or indirectly interested, or in violation of any corporation, partnership, or association in which (s)he is directly or indirectly interested, or in violation of any State or municipal statute or regulation. The determination of "financial interest" shall be consistent with State law and shall not include interests found to be "remote" or "noninterests" pursuant to Government Code Sections 1091 or 1091.5.

Nor shall any such officer or employee participate in any decision relating to the Agreement which affects her/his financial interest or the financial interest of any corporation, partnership or association in which (s)he is, directly or indirectly, interested, in violation of any State statute or regulation, including but not limited to the Political Reform Act (Government Code Sections 81000, *et seq*.)

Contractor warrants and represents that it has not paid or given, and will not pay or give, to any third party including, but not limited to, any City official, officer, or employee, any money, consideration, or other thing of value as a result or consequence of obtaining or being awarded any agreement. Contractor further warrants and represents that (s)he/it has not engaged in any act(s), omission(s), or other conduct or collusion that would result in the payment of any money, consideration, or other thing of value to any third party including, but not limited to, any City official, officer, or employee, as a result of consequence of obtaining or being awarded any agreement. Contractor is aware of and understands that any such act(s), omission(s) or other conduct resulting in such payment of money, consideration, or other thing of value will render this Agreement void and of no force or effect.

Contractor's Authorized Initials _____

9.7 Corporate Authority.

The persons executing this Agreement on behalf of the parties hereto warrant that (i) such party is duly organized and existing, (ii) they are duly authorized to execute and deliver this Agreement on behalf of said party, (iii) by so executing this Agreement, such party is formally bound to the provisions of this Agreement, and (iv) the entering into this Agreement does not violate any provision of any other Agreement to which said party is bound. This Agreement shall be binding upon the heirs, executors, administrators, successors and assigns of the parties.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date and year first-above written.

CITY:
City of Cypress, a municipal corporation

_____
Shannon DeLong, City Manager

ATTEST:

_____
Lisa Berglund, City Clerk

APPROVED AS TO FORM:
ALESHIRE & WYNDER, LLP

_____
William Wynder, City Attorney

CONTRACTOR:

_____

_____

By:
_____
Name:
Title:

By:
_____
Name:
Title:

Address: _____
_____
_____

Two corporate officer signatures required when Contractor is a corporation, with one signature required from each of the following groups: 1) Chairman of the Board, President or any Vice President; and 2) Secretary, any Assistant Secretary, Chief Financial Officer or any Assistant Treasurer.

EXHIBIT "A"
SCOPE OF SERVICES

TASK 1 – PROJECT INITIALIZATION & SITE ASSESSMENT

1. Initial Kickoff Meeting
   a. Meet with City project staff to review project criteria, site constraints, and program objectives
   b. Review operational procedures and finalize the baseline design schedule

2. Project Design Schedule
   a. Provide a baseline critical-path design schedule
   b. Update the schedule monthly to track submittals, meetings, and project milestones

3. Data Gathering and Analysis
   a. Collect and review available City-furnished record data, park maps, and site plans
   b. Conduct manual field reconnaissance to identify immediate site opportunities, perimeter setbacks, pedestrian connections, and physical constraints
   c. Perform an on-site field inventory to locate and document surface elements directly impacting the playground design

4. Project Management & Quality Control
   a. Schedule and lead twice-monthly progress and coordination meetings with City staff
   b. Execute strict Quality Assurance and Quality Control (QA/QC) measures. All notes, drawings, and design calculations will be reviewed by a senior Landscape Architect independent of the project design team prior to each formal submittal milestone (90%, and Final)
   c. Perform formal constructability and operational reviews at each submittal stage
   d. Notify the City immediately of any out-of-scope requests and obtain written approval prior to proceeding

5. Preliminary Surveys, Investigations, and Reports
   a. Topographic Survey: Coordinate with WestLAND Group (WLG) to perform a targeted site topographic survey mapping elevations and hardscape features within the playground areas

TASK 2 – COMMUNITY OUTREACH AND CONCEPT DEVELOPMENT

1. Initial Community Visioning Workshops (2 Meetings Total - 1 Per Park)
   a. Host one (1) in-person community design workshop at Veterans Park and one (1) at Maple Grove North Park
   b. Lead residents and children through a localized site walk to identify immediate park assets and spatial challenges
   c. Facilitate an interactive design charrette, inviting participants to brainstorm equipment styles, desired play amenities, and potential themes
   d. Document all community input, annotate site maps with neighborhood insights, and prepare a public preference summary

2. Project Story Mapping & Digital Engagement
    a. Build, publish, and maintain a dedicated, custom project website plaKorm to serve as the central digital hub for public information
    b. Populate the site with project descriptions, imagery, schedules, arborist summaries, and concept drawings
    c. Provide public QR codes and links for City distribution. Update the website content at each major project milestone

3. Preliminary Concept Plan Generation (3 Concepts Per Park)
    a. Develop a minimum of three (3) distinct conceptual playground layouts for each park
    b. Design layouts across at least two (2) different premier playground equipment manufacturers to ensure design variety and procurement leverage
    c. Integrate required program elements into the concepts, including age-separated play structures (2–5 and 5–12 years), integrated shade sails, standalone canopies, and matching site furnishings (benches and trash receptacles)
    d. Incorporate site-specific constraints into the concepts:
    e. Veterans Park: Footprint optimization utilizing the existing 5,000-square-foot playground layout while protecting mature tree canopies
    f. Maple Grove North Park: Optimize the existing playground to provide updated amenities based on community outreach
    g. Deliver 2D colored illustrative plan view graphics and an initial opinion of probable construction costs for each concept choice

4. Preferred Master Plan Refinement
    a. Review the schematic layouts and public workshop consensus data with City staff to secure explicit direction
    b. Refine the chosen concept into a single preferred Master Plan for each park location
    c. Update and refine the opinions of probable construction costs

5. Leadership Approvals & Commission
    a. Presentations
    b. Attend, present outreach findings, and assist the City with formal presentations to secure master concept approval from:
        - The Recreation and Community Services Commission
        - The Cypress City Council

MEETINGS & DELIVERABLES

Initial Community Visioning Workshops (2 Total - 1 Per Park)
Project Public Website & QR Access Code Community Outreach Presentation Exhibits
Preliminary Concept Plans (3 Distinct Options Per Park)
Final approved Master Plan (1 Per Park)
Preliminary Opinions of Probable Construction Cost

TASK 3 – FINAL DESIGN AND CONSTRUCTION DOCUMENTS

1. Design Development Style Guide & Resource Log
    a. Provide comprehensive descriptions for equipment color palettes, text, graphics, materials, and specialized manufacturer construction requirements
    b. Compile product catalog cuts, manufacturer literature, and a written narrative

describing components, finishes, and custom features

c. Provide a public purchasing resource log (detailing cooperative purchasing avenues). Revise and update this log at the 90%, and Final submittals

2. 3D Photorealistic Renderings & Simulations
   a. Set up precision 3D line-work models based on approved concepts
   b. Build static 3D models including playground topography, retaining low walls, shade sails, play equipment structures, surrounding tree canopies, and immediate park features
   c. Deliver high-resolution, photorealistic 3D color perspective renderings and photo-simulations

3. Preparation of Separate Construction Document Packages
   a. Prepare completely separate, independent packages of construction drawings for each park to facilitate clean, independent municipal tracking
   b. Drawings will be drafted in AutoCAD on City-provided 24x36 or 30x42 sheets (at 10 or 20-scale), delivered as seamless, high-resolution PDF packages covering:
      - Demolition Plans
      - Playground Site Construction, Layout, and Detail Plans
      - Turf repair

4. Cost Estimating & Procurement Analysis
   a. Deliver a refined Engineer's Estimate of Probable Construction Costs alongside each formal design submittal. Costs will be indexed to current market trends and escalated to the mid-point of construction
   b. Provide a formal, dedicated analysis evaluating cost-savings achievable by designating equipment as Owner Furnished-Contract Installed (OFCI)
   c. Evaluate and provide a procurement path utilizing national public cooperative purchasing agreements, including Sourcewell and BuyBoard

5. Milestones Submittals & Plan Check
   a. Submit separate packages for each park at two (2) distinct checkpoints: 90%, and Final (100% PS&E)
   b. Coordinate with the City to undergo formal internal Plan Check correction submittals through the Public Works and the Planning & Building Departments to guarantee compliance with the California Building Code (CBC)
   c. Review, address, and integrate one consolidated round of City/Plan Check comments at each submittal milestone
   d. Upon final approval, assemble the technical Bid Form, project schedule metrics, and technical specifications package to assist the City in finalizing the official public Bid Package

MEETINGS & DELIVERABLES

Design Development Style Guide & Cooperative Resource Log
Photorealistic 3D Renderings & Photo-Simulations (Static Views)
90% Construction Documents, Plan Check Submittals, & Cost Estimates (Separate Packages Per Park)
100% Final Shelf-Ready PS&E Bid Packages & OFCI Cost-Savings Analysis (Separate Packages Per Park)

TASK 4 – TECHNICAL SPECIFICATIONS

1. Technical Specifications
    a. Format all specifications to integrate with the City of Cypress Brown Book and the Standard Specifications for Public Works Construction ("Greenbook")
    b. Deliver complete Special Provisions and comprehensive payment item descriptions at the 90% and Final milestones

MEETINGS & DELIVERABLES

Technical Specifications
Special Provisions

EXHIBIT "B"
SPECIAL REQUIREMENTS
(Superseding Contract Boilerplate)

I. **DELETE** subsection 1.8 and **REPLACE** with the following:

"1.8 Additional Services. City shall have the right at any time during the performance of the services, without invalidating this Agreement, to order extra work beyond that specified in a particular Agreement, as defined in Exhibit "A," or make changes by altering, adding to or deducting from said work. No such extra work may be undertaken unless a written order is first given by the Contract Officer to the Contractor, incorporating therein any adjustment in (i) the Contract Sum for the actual costs of the extra work, and/or (ii) the time to perform this Agreement, which said adjustments are subject to the written approval of the Contractor. Any increase in compensation up to the amount authorized by the City Council or City Manager as applicable ("Contract Contingency"); or, in the time to perform of up to one hundred eighty (180) days, may be approved by the Contract Officer. Any greater increases, taken either separately or cumulatively, must be approved by the City Council. It is expressly understood by Contractor that the provisions of this Section shall not apply to services specifically set forth in the Scope of Services. Contractor hereby acknowledges that it accepts the risk that the services to be provided pursuant to the Scope of Services may be more costly or time consuming than Contractor anticipates and that Contractor shall not be entitled to additional compensation therefor. City may in its sole and absolute discretion have similar work done by other contractors. No claims for an increase in the Contract Sum or time for performance shall be valid unless the procedures established in this Section are followed.

IV. **The title of Article 5 shall read as follows:**

"INSURANCE, INDEMNIFICATION, AND BONDS"

V. **Section 5.1(d) shall be amended to read as follows:**

"Professional Liability. Professional liability insurance in the amount not less than two million dollars ($2,000,000). This coverage may be written on a "claims made" basis, and must include coverage for contractual liability. The professional liability insurance required by this Agreement must be endorsed to be applicable to claims based upon, arising out of or related to services performed under this Agreement. The insurance must be maintained for at least 5 consecutive years following the completion of Contractor's services or the termination of this Agreement. During this additional 5-year period, Contractor shall annually and upon request of the City submit written evidence of this continuous coverage."

VI. **Section 5.5 shall be added as follows:**

"Sufficiency of Insurer. Insurance required by this Agreement shall be satisfactory only if issued by companies qualified to do business in California, rated "A" or better in the most recent edition of Best's Rating Guide, The Key Rating Guide or in the Federal Register, and only if they are of a financial category Class VII or better, unless such requirements are waived by the Risk Manager of the City due to unique circumstances. In the event the Risk Manager of City ("Risk Manager") determines that the work or services to be performed under this Agreement creates an increased or decreased risk of loss to the City, the Contractor agrees that the minimum limits of the insurance policies and the performance bond required by this Section 5 may be changed accordingly upon receipt of written notice from the Risk Manager; provided that the Contractor shall have the right to appeal a determination of increased coverage by the Risk Manager to the City Council of City within 10 days of receipt of notice from the Risk Manager."

EXHIBIT "C"

SCHEDULE OF COMPENSATION

SCOPE OF SERVICES		PR $230	SLA $175	PD $130	AD $110	Total Hrs	Fee
Task 1 –	Project Initialization & Site Assessment	8	40	8	2	58	$ 10,100
Task 2 –	Community Outreach & Concept Development	20	48	48	6	122	$ 19,900
Task 3 –	Final Design & Construction Documents	36	152	152	16	356	$ 56,400
Task 4 –	Specifications	8			6	14	$ 2,500
		72	**240**	**208**	**30**	**550**	**$ 88,900**
WESTLAND GROUP Civil Engineering							$ 12,650
Reimbursable expenses, printing, copying, postage, etc.							$ 5,000
						TOTAL PROPOSED DESIGN FEE	$ 106,550

ASSUMPTIONS

1. Only services specifically noted in the scope of services are included in the fee schedule. Services such as construction survey, utility potholing, etc. are not included.
2. The following project expenses will be billed at cost plus 15% administrative fee in addition to the professional fees listed above:
   - Printing, copying, scanning, graphic, photography and reproduction services
   - Delivery, shipping and courier charges
   - Subconsultant fees and expenses
   - Agency fees, permits, plan check and inspection fees
3. The reimbursable allowance will only be billed as-needed.
4. Payments are due within 30 days from invoice date.

Additional Services

Professional fees are based on a project as outline within the scope of work. If the scope of work is increased or changed at the request of the City of Cypress, the Contractor shall receive compensation based on additional hours worked at the hourly rates stated below, or an agreed upon negotiated fee. The City of Cypress shall approve additional services and costs in writing prior to any additional work performed.

Staff	Hourly Rate
Principals	$230
Director of Design	$200
Senior Landscape Architects	$175
Landscape Architect	$160
Plan Check	$160
Senior Landscape Designer	$155
Landscape Designer	$140
Project Designer/CADD Technicians I, II, III	$110, $120, $130
Administration	$110

EXHIBIT "D"

SCHEDULE OF PERFORMANCE

Task	Duration
Project Initialization & Site Assessment	2 Months
Community Outreach & Concept Development	2 Months
Final Design & Construction Documents	3 Months

PROPOSAL

To Provide Professional Landscape Architectural Design Services for

CITY OF CYPRESS

COMMUNITY OUTREACH AND DESIGN FOR THE PLAYGROUND EQUIPMENT REPLACEMENT AT VETERANS PARK AND MAPLE GROVE NORTH PARK



June 19, 2026

Designing landscapes that create community

~~June 19, 2026~~
Revised July 6, 2026

Tony An
Assistant City Engineer
City of Cypress
5275 Orange Avenue
Cypress, CA 90630

RE: PROPOSAL TO PROVIDE PROFESSIONAL LANDSCAPE ARCHITECTURE DESIGN SERVICES FOR COMMUNITY OUTREACH AND DESIGN FOR THE PLAYGROUND EQUIPMENT REPLACEMENT AT VETERANS PARK AND MAPLE GROVE NORTH PARK

Dear Mr. An,

Play is the spark that brings a community to life! The playgrounds at Veterans Park and Maple Grove North Park are ready to be completely reimagined as vibrant, fun, and unique all-inclusive spaces built for the next generation of play.

DVDCreative (DVDC) is an award-winning design studio with twenty-nine years of experience specializing in delivering many of Southern California's best playgrounds. We thrive on transforming community visions into reality, and we are incredibly eager to partner with you to deliver this outstanding reimagining of your city's play infrastructure. Since our founding, we have focused exclusively on public works projects. Our portfolio speaks for itself with more than 300 completed park-related projects. Along the way, we've collected over 50 prestigious design awards from industry associations, including APWA, ASLA, and CPRS. We craft durable, maintainable, and practical solutions that don't just meet expectations – they shatter them.

For Veterans and Maple Grove North Parks, we have assembled an experienced team of premier public works design professionals focused on seamless execution:

- WestLAND Group (WLG): Our trusted civil engineering partner for over thirty years will handle topographic surveying, playground site grading, and surface drainage needs.

We understand the deep importance of these playground renovations and the immense joy they will bring to Cypress families. Our team has thoroughly reviewed the RFQ, and we are primed to deliver solutions that align perfectly with your desired program outcomes, budget tracking, and municipal standards. As you review our credentials, we invite you to consider the unique, proven, and spirited benefits of the DVDC team.

EXPERIENCE ON SIMILAR PROJECTS

DVDC has been commissioned to design and bring to life hundreds of park projects, spanning all sizes and scopes. Our recent municipal triumphs include:

- Rick Gomez Park and Whitaker School Park (Buena Park): APWA and CPRS award winners, and the first new parks in that city in over thirty years! The park programs were refined through intense

151 Kalmus Drive, Suite M8
Costa Mesa, CA 92626

714.641.1300
dvdcreative.com

community engagement and feature highly utilized shaded play areas, picnic plazas, and community fitness equipment.

- Wolfson Park Expansion (Rancho Mirage): This APWA award recipient features a regional trailhead, a specialized braille trail developed in partnership with the Braille Institute, a native cactus garden, walking paths, and a new parking facility.
- Fremont Park (Glendale): After a decade of careful planning and community engagement, we reopened this completely modernized community hub, boasting new tennis/pickleball courts, basketball courts, fitness equipment, a massive flagship playground, an interactive splash pad, synthetic soccer fields, and a new community center.

QUALIFICATIONS OF THE DESIGN TEAM

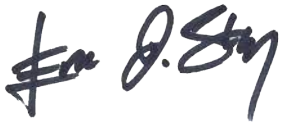
The DVDC team, anchored by our core of creative Landscape Architects, has successfully delivered Southern California's finest park facilities. Our design process is deeply rooted in robust community engagement, creative spatial layouts, and a mastery of interdisciplinary coordination. Our subconsultants aren't just names on a page; they are an extension of our passionate team, fully committed to excellent public service.

PROJECT DELIVERY

We utilize cutting-edge industry software like AutoCAD, LandFX, and Bluebeam to keep design production humming efficiently. Our key to scheduling success? Regular virtual "page-turns" that streamline information sharing across disciplines, drastically reducing turnaround times, engaging every team member, and assigning action items with crystal clarity. Furthermore, our strict Quality Control and Quality Assurance (QA/QC) program includes independent reviews by a senior Landscape Architect who is completely separate from the daily design team, backed by internal checklists built from our decades of experience.
Response to the Project Challenges

Park planning is more than our job, it's our absolute passion. The creative design expertise required for this innovative playground program is perfectly matched by the dynamic team and experience outlined in this proposal. We promise outstanding, enthusiastic, and reliable service on this important commission. My team and I genuinely look forward to working hand-in-hand with Cypress city staff to deliver these exciting new playgrounds to your community!

With thanks and appreciation,



Eric Sterling, PLA # 5463
President, DVDCreative

151 Kalmus Drive, Suite M8
Costa Mesa, CA 92626

714.641.1300
dvdcreative.com

Firm Qualifications

Firm Profile 5
Project Experience & References 6

Project Team

Organizational Chart 11
Resumes 12
Subconsultants 17

Work Plan

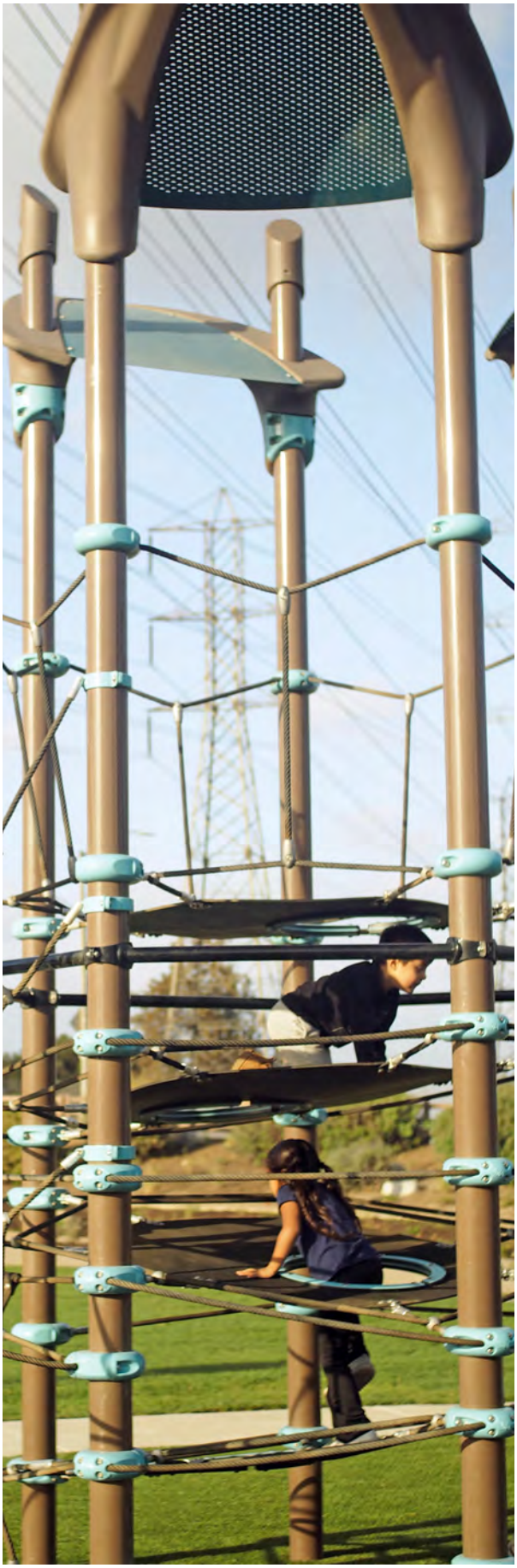
Understanding & Approach 18
Creative Playgrounds 22
Community Outreach 23
Graphic & Renderings 24
Scope of Services 25
Project Schedule 28
Quality Control 29

Appendix

Certifications
Letters of Recommendation

Fee Proposal (Separate)

Fee Proposal
Hourly Rate Schedule



FIRM PROFILE

DVDCreative (DVDC) is committed to the creative design of outstanding public spaces. We specialize in the development of landscapes, parks, sports fields, and streetscapes tailored to meet the unique needs of their communities. Whether we're creating natural spaces for quiet respite or active environments for recreation and athletics, we strive to draw inspiration from each site's inherent potential.



For every commission, our focus is on enhancing the usability and character of the space, always within environmentally sound parameters. Our designs aim to maximize both functionality and beauty, resulting in lasting community value.

We serve public agency clients with a full spectrum of services including site planning, budgeting, and preparation of construction documents. Our work is evident across Southern California, with award-winning public spaces delivered throughout the state.

We remain attentive to changes in the construction industry, especially around pricing. By actively tracking and analyzing market trends during the estimating and bidding phases, we help ensure projects remain on budget.

We take our role in environmental stewardship seriously. DVDC designs with sustainability and long-term maintainability in mind, helping communities maximize public investment and enjoy spaces that endure.

Above all, our team is easy to work with creative, responsive, and deeply experienced. We live by our mission to "create community" through our designs, and we're proud to be a trusted, proactive partner to city staff and stakeholders.

PLANNING & DESIGNING

Demonstration gardens, mitigation & restoration
Nature parks, interpretive gardens & wilderness camps
Streetscape development & redevelopment
Community, Neighborhood & mini-parks
Facility master plans & feasibility studies
School fields & campus planning
Irrigation renovation & redesign
Design guidelines & standards
Sports parks & stadiums
Grant applications

Founded in 1997
29 years in business
S-Corporation-CA
Never filed for bankruptcy
Wholly-owned Business
20 employees
Gary Vasquez PLA #3883
Eric Sterling PLA #5463
Luis Pedraza PLA #6782
Shaun Johnson PLA #6413
Clayton Franklin PLA #6909
SBE

Day to Day Contact:
Eric Sterling, President, PLA,
714-641-1300
esterling@dvdcreative.com

Administration Contracts:
Jamie Graham, Secretary
contracts@dvdcreative.com

Like us on Facebook!
Follow us on Instagram!
@dvd.creative

www.dvdcreative.com





FREMONT PARK

CITY OF GLENDALE

The revitalization of Fremont Park will be a great improvement for the citizens of Glendale. It has a special character and being the oldest park in the city, an important historical context; it provides a wonderful greenspace and needed recreational opportunities for the residents who live just north of downtown Glendale. This community, through several outreach meetings, provided DVDC park planners with insights related to the park's use and the current needs for recreation. The slate of improvements we planned will be enjoyed by all: new synthetic turf soccer fields, community center, play spaces, picnic grounds and ball courts. New lighting, easy access, and a full perimeter drive path will ensure better security. New parking, new maintenance facilities and a refurbished home for the model railroad club will improve this community focal point.



This busy facility includes an active tennis community with regularly scheduled lessons, tournaments, and play days. There is also a great contingent of drop-in regulars that frequent these courts. An update of the facility was needed, access, lighting and new fencing, and net stations were installed based upon DVDC renovation plans. The courts were sawcut, patched and resurfaced to accommodate this facility-wide makeover.

Other DVDC Projects in the City of Glendale:

- Pacific Park
- Maryland Park
- Cerritos Park

Client: City of Glendale
Reference: Joseph Gonzalez
Park Planner
818.550.4415
jogonzalez@glendaleca.gov

Acreage: 8
Start Date: March 2015
Date of completion: Under Construction
Cost of Design: $1.1 million







WHITAKER ELEMENTARY PARK

CITY OF BUENA PARK

There are no parks nor any available parklands in this section of Buena Park. An initial opportunity to provide some dedicated park facilities at Whitaker School has blossomed into a full of fledged "new" park across three acres of school yard. Through a series of community outreach workshops a plan has emerged with several exciting and unique elements. In addition to normal park amenities, shaded picnic spaces, play lots restrooms, a jog path and nice open spaces, there will be a STEM themed hardscape plaza, unique geometric ground patterns and other creative play spaces. The basketball court surface will be painted for fraction ball, a math-based ball game. The running/walking track will have distance markers. The universal accessible play lot is envisioned to have fun, exciting, and challenging elements for all ages. This fully lighted park will host sports activities, family gatherings, and a myriad of recreation opportunities in this under served part of the city. As the property is to be shared with Whitaker Elementary School, a unique agreement between the City and the School District will allow for this great joint use community facility.

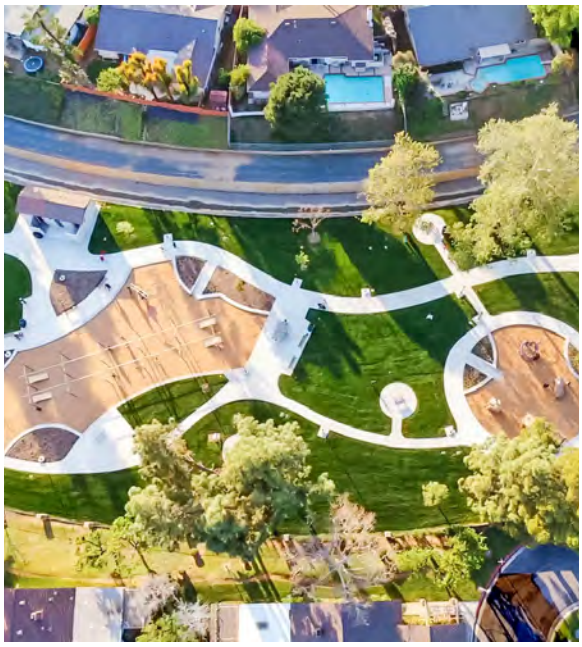
Client: City of Stanton
Reference: Zenia Bobadilla
Community Services Director
714.890.4847
zbobadilla@ci.stanton.ca.us

Other DVDC Projects in the City of Buena Park:

- Rick Gomez Park
- Thelma Community Gardens

Start Date: June 2019
Date of completion: August 2024
Cost of Design: $331,911







PARQUE DEL ARROYO VERDE

CITY OF PLACENTIA

This design reimagines the park as an immersive, dynamic outdoor environment centered around play, exploration, and community connection, anchored by an entirely re-envisioned playground experience.

At the heart of the project is a new adventure-driven play environment featuring zip lines that introduce movement, speed, and excitement, alongside sculptural boulder elements that invite climbing, discovery, and physical challenge. These features are carefully integrated to support active play, build confidence, and encourage social interaction for children of all ages, while also creating engaging destinations for families and caregivers. The broader landscape design enhances circulation, visibility, and comfort, weaving together shaded gathering areas, intuitive pathways, and flexible open spaces that support both everyday use and community events.

Through thoughtful design and layered programming, the renewed Parque Del Arroyo Verde is envisioned as a vibrant community hub that celebrates outdoor recreation, sparks imagination, and strengthens neighborhood identity—creating a destination that is equally inspiring, inclusive, and enduring.

Client: City of Placentia
Reference: Raquel Garciz
Associate Civil Engineer
714.993.8128
ragarcia@placentia.org

Start Date: June 2019
Date of completion: March 2024
Cost of Design: $138,700







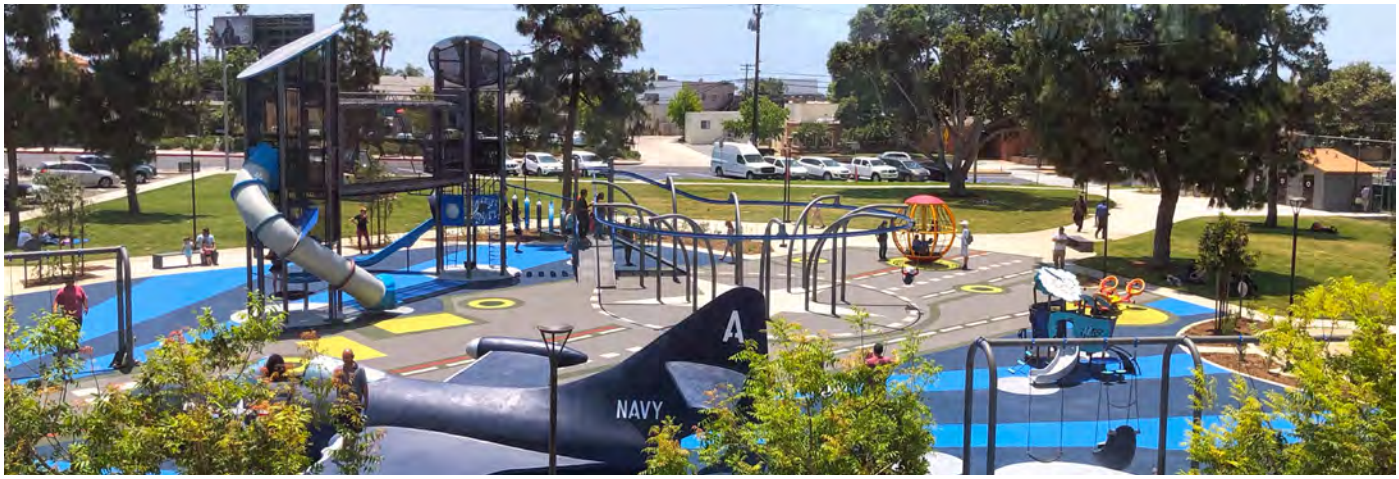
PRIMROSE PARK

CITY OF TEMPLE CITY

Primrose Park is envisioned as a new recreational community park for this central section of the city. This park will be the first park installed within the city in over 50 years and was granted funded by Proposition 68. The vision of this new park is a vibrant activity space that would include: a playground, community space for fitness and wellness activities, a walking exercise loop, and new parking lot. The park is enclosed by a boundary fence utilizing decorative metal fence types of pickets within the site and along the alley with screening panels along Primrose Avenue. Just over the fence within the park will be a landscape buffer of planting with an art piece on a pedestal with lighting as a focal point at the corner between the park and parking lot to lead the eye into the site. A walking exercise loop with rubber surfacing and wayfinding lighting will encircle the whole park with two entries, a main gateway at the center of the site and a secondary gateway along Primrose Avenue, both to be locked at dusk. The play equipment layout has dedicated areas suited for 2-to-5-year old's and 5-to-12-year old's which also incorporates a custom flower shaped shade structure within the main piece of equipment. The playground with the theme and layout inspired by flowers taking elements of the park's namesake Primroses and Camelias as depicted within the City Seal and logo, also taking elements of the color palette to be used throughout the park.

Client: City of Temple City
Reference: Adam Matsumoto
Director of Parks & Recreation
626.285.2171 ex. 4505
amatsumoto@templecity.us

Acreage: 1
Start Date: June 2018
Date of completion: February 2022
Cost of Design: $195,279







LIONS PARK

CITY OF COSTA MESA

The City of Costa Mesa wanted to renovate their existing park and playground south of their new Donald Dungan Library. The directive for Lions Park was to remove and replace the restroom building and preserve the mature trees as well as install a new playground and retain a vintage fighter jet play structure in place. The program for users would be for ages 2 to 5 years and 5- to 12-year-old children including universal access. The programming of the play elements and surfacing of the playground design was inspired and driven by the jet fighter and an overall aviation theme. The site was zoned with the 2- to 5-year-olds to the west with swings with accessible seating for all, springers and small playhouse within rubber surfacing and a planter separation to a sand lot with sandcastle, table, and digger within as added play elements for toddlers. The 5- to 12-year-old area utilizes the renovated jet plane and a 2 towered play structure with several climb and interactive elements. The aircraft carrier rubberized surfacing pattern in between the structure and jet lent the deck of the aircraft carrier to be utilized as a runway for a zipline feature that allows the users to imagine flying over the deck. Additional program elements are swings and accessible seesaw and round-a-bout for all completing the playground. The mature tree canopies allowed families to have instant shade provided while their children engaged the site.

Client: City of Costa Mesa
Reference: Hector Soriano
Associate Engineer
714.754.5045
hector.soriano@costamesaca.gov

Start Date: February 2018
Date of completion: August 2024
Cost of Design: $331,911

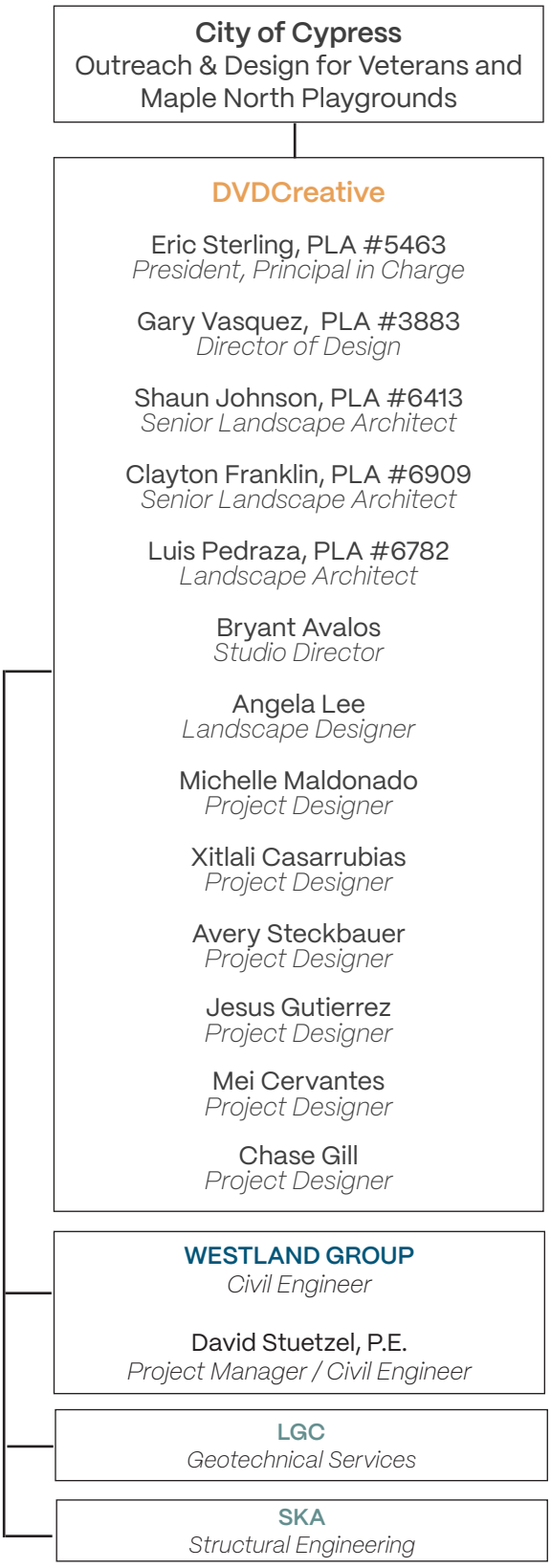
ORGANIZATIONAL CHART

Our creative designers have the background and expertise to deliver outstanding landscape architecture services for your city's project. The DVDC key team members are experienced and talented professionals and they will be supported by a team of licensed landscape architects, several very capable designers, sub consultants, and support staff.

Our design approach, from design development through construction document development, includes strong quality control techniques as well as several quality control measures. For example, our team will have a senior staff landscape architect assigned to specifically provide quality control oversight. This experience landscape architect will be involved in regular in-house design review of project drawings, specifications and budget estimate. He will provide input, and advice to the project administrator. This effort, together with our other quality control measures, will focus on providing the city with a design which is accurate and constructable.

Delivering projects within our client's expectations, budgets and time frame is our top priority. We will establish milestones for deliverables and set precise schedules for meetings and reviews. Our senior management will review all submittals prior to issuance. We will provide recommendations based upon experience and expertise for the betterment of any project assigned to DVDC. These same senior DVDC professionals will remain the primary contact for the City throughout the project.

DVDCreative looks forward to a long relationship with your city. We are committed to delivering high quality services, designs, reports, documents, and support to the city.



ERIC STERLING, PLA
PRINCIPAL-IN-CHARGE



As Principal-in-Charge at DVDC, Eric Sterling brings more than 27 years of experience as a landscape architect, with a portfolio that includes public parks, streetscapes, school campuses, and citywide design guidelines. His work includes numerous award-winning projects for Disney parks and reflects a keen attention to detail, particularly in playground design where he emphasizes ADA accessibility, durable materials, and modern construction practices. Eric leads the design development process from concept through construction documentation, ensuring quality control, budget and schedule adherence, and strong coordination across all disciplines. He is a skilled communicator who works closely with clients, architects, engineers, and design teams to deliver thoughtful, timely, and cohesive results. His involvement spans technical guidance, mentorship, construction oversight, plan check review, and contractor coordination—ensuring the final built environment reflects the original design intent. Eric's leadership and hands-on approach continue to be integral to the success of our work and the standards we uphold at DVDC.

EDUCATION
BS, Landscape Architecture – California State Polytechnic University, Pomona

LICENSURE
Landscape Architect, California #5463

YEARS OF EXPERIENCE 30 years

RECENT PROJECT EXPERIENCE
Whitaker Park, City of Buena Park
Arovista Park, City of Brea
Pickleball Courts @ Mike Ward Park, City of Irvine
Mas Fukai Park, City of Gardena

GARY VASQUEZ, PLA
DIRECTOR OF DESIGN



With over 30 years of experience, Mr. Vasquez is an award-winning senior design leader known for delivering innovative, multi-faceted projects across California. As a key member of the DVDC team, he brings creative design solutions to every challenge, consistently contributing to some of our most successful and highly acclaimed park projects. Mr. Vasquez's ability to translate public input into thoughtful design is a cornerstone of his work—he plays a central role in DVDC's community outreach efforts, ensuring that local voices are meaningfully reflected in every master plan. His deep expertise spans concept development, project planning, construction detailing, planting, and irrigation design, all of which come together in projects that are both visually compelling and technically sound. His talent, leadership, and commitment to community-focused design continue to make him an essential part of DVDC's success.

EDUCATION
MLA, Landscape Architecture – California State Polytechnic University, Pomona
BS, Ornamental Horticulture – California State Polytechnic University, San Luis Obispo

LICENSURE
Landscape Architect, California #3883

YEARS OF EXPERIENCE 36 years

RECENT PROJECT EXPERIENCE
Larry Moore Park, City of Paso Robles
Fremont Park, City of Glendale
Circle Park, City of South Gate
Barnes Park, City of Baldwin Park

CLAYTON FRANKLIN, PLA
SENIOR LANDSCAPE ARCHITECT



With over 17 years of professional experience, Clayton is a seasoned landscape architect known for blending artistic vision with practical execution. His career spans all phases of the design process—from Concept Design and Schematic Design to Design Development and Construction Documentation—demonstrating a commitment to holistic, detail-oriented project delivery. Clayton most recently spent nearly five years on contract with Walt Disney Imagineering, where he played a key role in major projects at globally renowned destinations including the Disney Anaheim Resort, Walt Disney World, Disneyland Paris, and Tokyo Disneyland. These experiences deepened his expertise in immersive thematic design and placemaking, as well as his ability to create outdoor spaces that captivate, inspire, and endure. Clayton's skillset encompasses hand drawing, advanced detail drafting, constructability methodologies, planting and irrigation design, complemented by his strong creative problem-solving skills. He is also valued for his thoughtful communication and collaborative spirit, consistently ensures the seamless realization of design concepts into functional, imaginative landscapes.

EDUCATION
BS, Landscape Architecture – Arizona State University, Tempe

LICENSURE
Landscape Architect, California #6909

YEARS OF EXPERIENCE 17 years

RECENT PROJECT EXPERIENCE
Paradise Park, City of Torrance
Dog Park Feasibility Study, City of Walnut
Highway 111 Landscape, City of Indian Wells
Fred Waring Drive Beautification, City of Indian Wells
Skate Park, City of Costa Mesa

SHAUN JOHNSON, PLA
SENIOR LANDSCAPE ARCHITECT



Shaun is a seasoned design professional with over 17 years of experience transforming imaginative concepts into immersive built environments. His career has spanned a wide range of projects, from intricately themed entertainment destinations and world-class resort properties and large-scale immersive parks, each shaped by a commitment to innovation, collaboration, and environmental stewardship.
With a deep-rooted passion for themed design, Shaun brings a unique blend of creativity and technical acumen to every project. He thrives in cross-disciplinary teams where storytelling, architecture, landscape, and guest experience converge. His background enables him to navigate the complexities of planning and delivering highly detailed projects that captivate guests while remaining operationally and environmentally sustainable. Shaun leverages advanced technologies to drive both creative exploration and technical precision throughout all phases of design and construction. His fluency in these tools has establish new workflows and standards, enhancing design clarity and interdisciplinary coordination.

EDUCATION
BS, Landscape Architecture – California State Polytechnic University, Pomona

LICENSURE
Landscape Architect, California #6413

YEARS OF EXPERIENCE 17 years

RECENT PROJECT EXPERIENCE
Fremont Park, City of Glendale
Larry Moore Park, City of Paso Robles
Pickleball courts @ Mike Ward, City of Irvine
Central Block Park, City of Glendale

LUIS PEDRAZA, PLA
LANDSCAPE ARCHITECT



Luis Pedraza Cardozo is a creative and detail-oriented landscape architect with a strong foundation in both design and visual communication. With over a decade of experience, Luis brings a refined graphic sensibility to every project, seamlessly blending conceptual vision with technical precision. His work spans a variety of public projects, where he has contributed to park planning, urban open spaces, and community-driven landscapes. Luis is particularly skilled at developing compelling visual narratives through illustrative renderings and diagrams that communicate design intent with clarity and impact. He is passionate about creating equitable, inclusive spaces—often focusing on under-resourced communities—and brings a thoughtful, collaborative approach to every phase of the design process.

EDUCATION
BS, Landscape Architecture - California State Polytechnic University, Pomona

LICENSURE
Landscape Architect, California #6782

YEARS OF EXPERIENCE 13 years

RECENT PROJECT EXPERIENCE
Mills Park, City of Carson
Barnes Park, City of Baldwin Park
Circle Park, City of South Gate
Downtown Dog Park, City of Catherdal City

BRYANT AVALOS
STUDIO DIRECTOR



Bryant Avalos serves as Studio Director at DVDCreative, overseeing nearly all projects within the studio and leading a talented team of landscape designers. With extensive experience in design development, construction documentation, and irrigation design, Bryant brings a sharp eye for detail and a strong passion for creating beautiful, functional outdoor spaces. He plays a critical role in guiding projects from concept through completion, working closely with clients to translate their visions into compelling, practical designs. Proficient in the latest design software and visualization techniques, Bryant ensures that plans are precise and clearly communicate design intent. His technical expertise shines in preparing thorough construction documents and irrigation plans that promote environmental responsibility and water efficiency. By seamlessly blending artistic creativity with technical rigor, Bryant's leadership is essential to maintaining the firm's commitment to quality, sustainability, and functionality across every project.

EDUCATION
BS, Landscape Architecture and Environmental Planning, Utah State University

YEARS OF EXPERIENCE 13 years

RECENT PROJECT EXPERIENCE
Arovista Park, City of Brea
Brookhurst Park Splash Pad, City of Anaheim
Woodbury Park, City of Garden Grove
Sanitago Park, City of Santa Ana

MICHELLE MALDONADO
PROJECT DESIGNER



Michelle brings a solid design background complemented by proficiency in AutoCAD and SketchUp, along with a strong attention to detail and a collaborative spirit. Her detail-oriented approach ensures accuracy and quality in every aspect of her work, making her well-equipped to support the design and planning of diverse landscape projects, conduct thorough research, gather essential data, and assist in preparing cost estimates and project schedules. Her strong communication skills enhance her effectiveness in client meetings and presentations, while her sense of responsibility and eagerness to learn make her a motivated and valuable contributor to the team's ongoing growth and success.

EDUCATION
BS, Landscape Architecture – University of California, Berkeley

YEARS OF EXPERIENCE 4 years

RECENT PROJECT EXPERIENCE
Arovista Park, City of Brea
Brookhurst Park Splash Pad, City of Anaheim
Portola Park Splash Pad, City of Santa Ana
Hertiage Park, City of Diamond Bar

XITLALI CASARRUBIAS
PROJECT DESIGNER



Xitlali brings a strong focus on community engagement and a commitment to creating versatile designs that serve a wide range of needs. By actively involving the community to understand their goals and priorities, she strives to develop meaningful, valuable spaces that truly resonate with users. Her motivated, team-oriented approach ensures she contributes positively to any project, fostering collaboration and success. With a keen ability to balance the technical and creative aspects of landscape architecture, she offers a unique perspective that enriches both the design process and the final outcomes. Her dedication and insight make her a valuable asset to the DVDCreative studio, strengthening the team's ability to deliver thoughtful, community-centered projects that stand out in both function and impact.

EDUCATION
BS, Landscape Architecture – University of California, Berkeley

YEARS OF EXPERIENCE 4 years

RECENT PROJECT EXPERIENCE
Mountain View Pickleball Courts, City of Escondido
Ana Montenegro Park, City of Baldwin Park
Norwalk Park, City of Norwalk
Downtown Dog Park, City of Cathedral City

AVERY STECKBAUER
PROJECT DESIGNER



Avery Steckbauer is a multidisciplinary landscape designer with a strong foundation in landscape architecture, urban design, and spatial storytelling. With experience spanning conceptual design, master planning, and construction documentation, Avery brings a thoughtful balance of creative vision and technical precision to her work. She is highly skilled in developing clear and compelling visual narratives through diagrams, renderings, and 2D/3D representations that communicate design intent across all project phases. Her background includes working on complex, large-scale environments as well as detailed, human-centered spaces, giving her a versatile and adaptive design approach. Avery is particularly interested in how landscape systems can shape meaningful, functional experiences, and she is driven to create spaces that are both visually engaging and socially impactful. Collaborative by nature, she values interdisciplinary teamwork and approaches each project with curiosity, clarity, and a strong sense of purpose.

EDUCATION
BS, Landscape Architecture – Greenwich College, London

YEARS OF EXPERIENCE 4 years

RECENT PROJECT EXPERIENCE

JESUS GUTIERREZ
PROJECT DESIGNER



Jesus Gutierrez is a landscape designer with a strong technical foundation in site design, plant knowledge, and construction documentation across residential, commercial, and mixed-use projects. His experience spans from conceptual design through detailed documentation and implementation, with a focus on producing clear, comprehensive drawing sets and regionally appropriate planting strategies. He is skilled in coordinating with clients, consultants, and contractors to ensure alignment between design intent and built outcomes.

His work emphasizes environmentally responsive design with the integration of native and climate-adapted planting systems. He is committed to creating resilient, functional landscapes that balance ecological performance with practical constructability.

EDUCATION
BS, Landscape Architecture – California State Polytechnic University, Pomona

YEARS OF EXPERIENCE 4 years

RECENT PROJECT EXPERIENCE



DAVID STUETZEL, PE
PROJECT ENGINEER

WestLAND Group, Inc.

Mr. Stuetzel has over 30 years of experience managing and designing public works, infrastructure rehabilitation and new construction contracts. He has strong technical skills in the design of public works improvements and has excellent communication and inter-relational skills with clients, public agencies, utility companies, and subconsultants. Mr. Stuetzel possesses a key understanding of the project development process and issues required to work within the schedule, budgets, and scope of the project to meet and satisfy the needs of the client.

EDUCATION
BS, Civil Engineering, California State University, Fullerton
PSMJ Project Management Certified

LICENSES/ CERTIFICATION(S)
PE, CA, #47886

RELEVANT EXPERIENCE

Golden Lantern and Blue Lantern | Dana Point, CA: Project Manager. The scope of work included final plan design for replacement of non-ADA compliant sidewalk paths. Final design included replacement of sidewalk paths, residential driveways, and curb and gutter.

Lilac Avenue and Rialto Avenue Improvements | Rialto, CA: Project Manager. Mr. Stuetzel served as Project Manager. WLG prepared off-site street improvements adjacent to Bud Bender Sports Park. Work included curb and gutter replacement, new sidewalks, localized pavement replacement, and grind-and-overlay of existing pavement to improve public access.

Euclid Avenue, Merrill Ave to Eucalyptus Ave | Ontario, CA: Project Manager. WLG prepared street plans for the Euclid Avenue neighborhood edge Paseo parkway improvements. The project design included meandering walkways, landscape mounding, and stormwater capture and treatment through rock creek drainage swales, sub-drain and dry well infiltration piping. The final plan designs were approved by the City of Ontario and Caltrans District 8 for construction permit approvals.

Merrill Commerce Off-Site | Ontario, CA: QA/QC Manager. WLG completed off-site engineering for the 100-acre Merrill Commerce Center, including new public streets, traffic signals, and street lighting. The project also involved regional storm drains, sewer lines, and steel water transmission lines. Hydrology and hydraulic reports were prepared for storm drain inlets. Final plans were approved by the City of Ontario and Chino.

LGC Geotechnical, Inc.

LGC Geotechnical, Inc. is a Southern California based geotechnical consulting firm with its office located in San Clemente, California. LGC Geotechnical focuses on providing professional geotechnical services throughout Orange County. We provide quality, full service geotechnical services to clients, which include public agencies, local Cities, residential and commercial developers, architects, insurance companies, utility companies, and homebuilders. The staff at LGC Geotechnical consists of highly educated and licensed professionals including registered geotechnical engineers (GE) and certified engineering geologists (CEG). Together they combine their technical knowledge and wide-ranging field experience to provide effective geotechnical engineering solutions to complex geologic problems.

UNDERSTANDING & APPROACH







The City of Cypress is proactively seeking to replace and modernize aging playground infrastructure at two vital neighborhood hubs: Veterans Park (4554 Avenida Granada) and Maple Grove North Park (6221 Orangewood Avenue). The existing playground equipment has served the community well, but after 15 years, it has reached the end of its useful service life.

The core objective for DVDCreative (DVDC) is to design two exciting, inclusive, and accessible playground environments that seamlessly integrate shade into the playgrounds. With hundreds of playgrounds under our belt, our team is intimately familiar with every major playground manufacturer and regularly visits their factories and design centers. We are well qualified to assist the city in vetting new manufacturers or working directly with a preferred vendor.

1. SITE CONSTRAINTS, MAPPING, & SAFETY COMPLIANCE

DVDC and WestLAND Group (WLG) will focus heavily on footprint optimization to maximize play value and density within the existing playground footprints.

- Veterans Park Layout: Tucked within a mature residential neighborhood, the design must respect the existing setback dynamics, mature tree canopies, and pedestrian approach paths. The existing 5,000-square-foot playground features 2-5 and 5-12 age group structures as well as swings. Our Landscape Architects are experts in accessibility and will ensure we craft a play experience that is unique and inclusive.
- Maple Grove North Park Layout: The existing playground is centrally situated adjacent to a shade structure and features a single 5-12 structure and swings in a smaller 2,900-square-foot rubberized playground. Mathematically, the current footprint is restricted under ASTM safety guidelines to house separate age groups alongside traditional swings. To safely provide distinct structures for both the 2-5 and 5-12 age groups, the playground footprint will need to expand to approximately 4,500 square feet. To maximize user safety and separate the play zones, our team will introduce a concrete walkway to divide the two age-specific areas. This expansion and layout modification will be evaluated strategically to ensure it fits perfectly within the current proposed budget.

2. INCLUSIVE PLAY & SHADE

The final playground program will be directly refined through community engagement, but our foundational design language will prioritize universal design principles:

- Age-Separated Play: Clear, distinct zones separating toddler (2-5 years) play from older children (5-12 years) to ensure safety and age-appropriate physical challenge.
- Accessibility: Going beyond basic regulatory compliance by providing significantly greater access than parallel play. We ensure our designs are on the cutting edge—maximizing play value, offering multi-generational play, and actively engaging parents and guardians.
- Shade: Incorporating integrated shade sails to maximize overhead sun protection. Our team will study robust options for integrated shade and standalone cantilever or integrated shade structures over high-traffic seating to dramatically extend year-round usability.

3. SITE FURNISHINGS & ACCESSIBILITY ASSESSMENT

A playground does not exist in a vacuum; its success relies heavily on the

surrounding amenities. Our team will examine adjacent park amenities and make targeted recommendations to comply with State mandates while ensuring top-level functionality, durability, and aesthetics are met.

- Site Furnishings, if needed: We will specify a durable, vandal-resistant palette of matching site furnishings, including heavy-duty benches, accessible picnic tables, and compliant trash and recycling receptacles.
- Accessibility Limits: DVDC will study and document site accessibility, parking, and paths of travel. Dedicated topographic survey and civil design/ engineering to bring these surrounding parking and pathway areas up to code are strictly excluded from our proposed scope of services.

Project Management Protocols (Integrated Progress Workflows)

To ensure the City of Cypress remains fully informed, engaged, and aligned throughout the lifetime of the contract, DVDC will execute the following routine coordination protocols:

- Monthly Schedule Updates: Deliver updated, critical-path project milestone schedule tracking to City staff at the conclusion of every month.
- Twice-Monthly Progress Meetings: Facilitate twice-monthly progress check-in meetings with City staff to review design evolution, track action items, and maintain project momentum.

SCOPE OF SERVICES

TASK 1 – PROJECT INITIATION AND SITE ASSESSMENT

The design team led by DVDC will prepare initial site assessments including topographic survey. At the project initiation meeting we will confirm project goals, establish the project schedule, communication protocols, and strategize how to effectively engage the community. As we dig deeper, we'll collect as-built plans and coordinate with your maintenance crew to understand the any affected irrigation at Maple Grove North. To ensure we have all the answers for the public, we prefer to have our reports in hand before the first outreach meeting.

- Kick-off Meeting: Syncing goals, establishing the schedule, and formatting communication protocols to ensure a smooth, transparent partnership.
- Data-Driven Design: Gathering targeted topographic surveys, as-builts, and available record plans for a "no surprises" design approach.

TASK 2 – COMMUNITY ENGAGEMENT AND CONCEPTUAL DESIGN

Our team are experts in community engagement, having provided facilitation for over a dozen municipal outreach meetings already in 2026. In the past five months alone, we have successfully led four public outreach meetings for the City of Norwalk! We have also recently anchored highly successful public engagement efforts in the Cities of Baldwin Park, Lawndale, Laguna Hills, and Lake Forest.

To maximize community participation and capture the distinct neighborhood dynamics of both Veterans Park and Maple Grove North Park, our team recommends a dedicated, separate outreach track for each location rather than a combined approach. For each park, we will host one outreach meetings (two community workshops total).

- One-Meeting Initial Strategy (Per Park): Ensures comprehensive community coverage, convenience, and maximum geographic feedback.
- In-Person Design Charrettes: Workshops at Veterans Park and Maple Grove North Park will feature a localized site walk to identify immediate assets and challenges. We'll host a custom design charrette, inviting residents to be "landscape architects for a day" to brainstorm equipment preferences, amenities, and potential themes.

To fully support these interactive public sessions, our team will provide:

- Visual Exhibits: Large-scale, high-impact graphics and project boards for











tactile, in-person review.

- Conceptual Plans: 2D colored illustrative plans depicting three (3) distinct options generated across at least two (2) different premier playground equipment manufacturers to ensure layout diversity and procurement leverage. Character imagery will represent proposed multi-generational amenities and shade structures.
- Project Story Map: A dedicated, custom ArcGIS StoryMaps website (accessible via public-facing QR codes) featuring project milestones, active schedules, available reports, project summary, and conceptual plans.
  - Proven Track Record: We currently maintain live project StoryMaps websites for multiple active regional commissions, including Holifield Park in Norwalk and Cavanaugh Park in Lake Forest.
- Grant Support Graphics: Conceptual plan exhibits will naturally include a strategic phasing plan and, if needed, grant-specific diagrams and quantity take-offs to seamlessly assist the City in pursuing future State and local funding grants.
- Opinion of Probable Construction Cost: A preliminary financial model will be included with the concepts, and we will work hand-in-hand with you and your team to strategize a clear, budget-conscious path forward.
- Leadership Approvals: The ultimate concept plans will be formally presented to City staff, the Recreation and Community Services Commission, and to the City Council for official master approval.





TASK 3 – FINAL DESIGN AND CONSTRUCTION DOCUMENTS

WestLAND Group (WLG) will expertly manage topographic surveying and lead Civil Engineering tasks including grading for Maple Grove North and surface erosion control for both parks. The approved community-selected concept plan will serve as the exact basis of design for the Construction Documents. Plans will be drafted in AutoCAD using City-provided title blocks on 24x36 or 30x42 sheets, generally prepared at 10 or 20-scale. All plans will be submitted in a seamless, high-resolution PDF package format. Reimbursables will cover essential printing, mounting, and delivery costs.



Construction Documents will be submitted as completely separate, independent packages for each park to allow for distinct municipal tracking. To guarantee rigorous quality control, plans will be submitted at two clear check milestones: 90%, and Final.



- Specifications Integration: Specifications will be tightly formatted to the City of Cypress Brown Book specifications and the Standard Specifications for Public Works Construction ("Greenbook"). The 90% and Final specification packages will include full special provisions and complete payment item descriptions.
- Opinion of Probable Construction Cost: All submittals (90% and Final) will include updated opinions of probable construction costs based on current market trends, active vendor pricing, and our data from ongoing Southern California park projects. We will provide a dedicated cost-savings analysis for Owner Furnished-Contract Installed (OFCI) components and evaluate whether these high-ticket items can be procured directly via public cooperative agreements such as Sourcewell.
- Renderings: The DVDC staff will provide high-fidelity 3D color renderings, and photo-simulations of the final proposed playground layouts.
- Agency Submittals & Plan Check: Final Construction Documents will undergo two to three rounds of formal plan check correction submittals to the Building Department to guarantee compliance with the California Building Code (CBC). Agency submittal fees will be paid directly by the City. Upon approval,



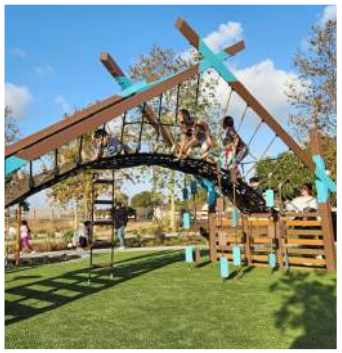
we will assemble the complete Bid Package. The City will prepare standard front-end specifications (contract and bidder requirements), while DVDC prepares the official technical Bid Form and provides expert input on the construction schedule parameters.

- Stand alone shade structure will require deferred submittals for engineered footings unless purchased directly by the city.

PROJECT ASSUMPTIONS & EXCLUSIONS

To ensure a targeted and highly competitive professional fee structure, DVDC has established the following scope boundaries:

- Bidding Support & Construction Phase Services: In strict alignment with the RFQ guidelines, bidding support and construction period services are excluded from our proposed scope of services. These services can be provided later under a separate contract or mutually agreed amendment.
- Environmental & Water Quality Engineering: Subsurface Water Quality management plans (WQMP/SWPPP) and formal environmental documentation for a mitigated negative declaration are excluded from the proposed base scope (these are specialized services our team can readily provide for an additional fee if needed).
- Electrical Engineering: The project scope assumes the use of existing park utilities and ambient lighting. No new electrical engineering, sports lighting, or dedicated power circuitry design is included.
- Boundary Surveying: Topographic surveying is strictly restricted to the physical surface features and elevations impacting the playground areas. Property boundary adjustments, legal tract descriptions, easements, or legal right-of-way boundary surveying are excluded.











CREATIVE, ALL-INCLUSIVE &
MULTI-GENERATIONAL PLAYGROUNDS

DVDCreative creates fantastic, wonder-filled, memorable play lots. Our firm has been widely recognized for delivering outstanding public park play environments that have garnered praise and accolades from local communities.

- Our whale fossil interpretive play space in Laguna Hills has been featured online blogs, local and regional newspapers and national magazines.
- The wagon train and pioneer play environment in Pioneer Park, Tustin, won several regional and state-wide awards, and was selected for a recognition by the National Recreation and Park Association.
- Our Stanton Train Park, Central Park, is featured in the CPRS District Ten Hall of Fame.
- Admiral Kidd Park, an award-winning play space, features kid size replicas of the four boats named for the Admiral. This Long Beach park was a featured stop on the state park operations annual tour of premiere park facilities.

Our play space design philosophy is built on the perspective of a kids-eye-view. Adventure, surprise, familiar and challenging settings, and themes, memorable spaces. Kids may not know the proper name of the park, but they know that there is a special play lot at airplane park, rocketship park, baseball coach park, train park, and tree house park. The goal is to create an immersive environment that will engage guests and create lasting memories.

We recognized the importance of providing for multi-generational intermingling, on the play lot, as caregivers overseeing the play space and for adults a calm, shaded comfortable surveillance spot to enjoy the space at the park. Our play area design reputation has lead to collaborations with all-access advocates and organizations. We have designed several park play environments as the lead landscape architect for Shane's Inspiration.

This work and design workshops with emotionally and physically challenged stakeholder advocates has informed our design perspective on inclusive, accessible, and caregiver insights that influences our play lot design. One of DVDC's most recent Shane's Inspiration play lots is located in El Cariso Park, an LA County Park. At this park the interactive multi-story "equipment" is the center piece of an elaborate all access play environment. Access for all is provided within the terraced natural slope of the existing park terrain. There is plenty of seating for caregivers, play pieces that encourage multi-generational, multi-fun seeker collaborative play opportunities. This is a special park, well worth a trip to this Sylmar Community Park.





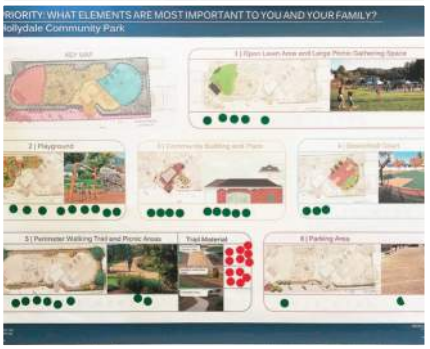






COMMUNITY OUTREACH











At DVDCreative (DVDC), every community-inspired design program begins with a strong and inclusive public engagement process. We believe the best parks come from the people who use them, which is why our approach starts with a participatory community brainstorming session. This initial meeting is designed to be a creative and collaborative experience where community members can share their visions and values for the future of their park. Prior to this session, our team will conduct thorough site visits and review all relevant documents and plans. We'll also coordinate closely with city staff to gather preliminary "seed" ideas and insights. DVDC will assist in preparing outreach materials—both written and visual—to help get the word out and invite the community to be a part of the park's design.

The first workshop will open with a site tour, allowing participants to connect with the space firsthand. We'll then introduce concepts and themes—those "seed" ideas—to prompt discussion and ignite inspiration. Our goal is to guide a thoughtful and open-ended conversation, encouraging participants to explore possibilities around recreation, family-friendly features, and meaningful enhancements that make the park more vibrant and inclusive.

From there, the DVDC team will take what we've heard and develop a series of initial concept plans that synthesize the community's input. These concepts will be reviewed with city staff in a focused idea refinement meeting. Using that feedback, we'll fine-tune the strongest ideas into conceptual plans for the community to review during a second, more structured workshop. At this stage, participants will have the opportunity to provide input on the draft concepts, helping shape a vision that truly reflects their priorities. Community consensus will guide us in finalizing the program elements for the draft master plan.

DVDC will then prepare a complete draft master plan and accompanying design report, which will be shared with the broader public and reviewed by the Commission or City Council. With leadership direction, we will finalize the master plan, capturing a clear and visually compelling strategy for the site's future development. The final report will also document the entire outreach process, highlight the community-driven program elements, and include a preliminary construction budget to guide implementation.

At DVDCreative, we know that authentic community workshops are the most effective way to understand and respond to the public's aspirations. When residents are invited to shape their public spaces, it creates a true sense of ownership, leading to parks that are not only well-used but also well-loved and cared for over time.

GRAPHIC & RENDERINGS

WHAT IF A VISUALIZATION OF AN IDEA COULD BRING CLARITY TO THE DESIGN INTENT? COULD ALLOW FOR ENLIGHTENED CONSIDERATION AND UNDERSTANDING?

The DVDCreative studio has a robust graphic design component, and skilled professionals adept at delivering graphics and images, including immersive 3-dimensional fly throughs that communicate our design ideas before moving ahead with the project's engineering.

Communication is the key to understanding. The photo-realistic renderings, computer-generated 3D models, and images of the project style, detailing, form, and function provide a clear understanding of the project concepts. Our creative and innovative designs are beautifully rendered for review and consideration of civic leaders, our collaborative partners, and the general public. Our visualizations have resulted in great feedback and design considerations, great "Now I Get It" moments, and enthusiastic approvals of concepts, ideas, and projects.

The DVDC team has proven capabilities for the graphic presentation of the ideas and the layout for review of the park's conceptual layout. We will prepare artist renderings, 3D fly through videos and photo realistic pictures to describe the many elements we plan to include in this development. We will ready all our renderings for social media posting and for use in city communications.











SCOPE OF SERVICES

TASK 1 – PROJECT INITIALIZATION & SITE ASSESSMENT

1.01 Initial Kickoff Meeting
- a. Meet with City project staff to review project criteria, site constraints, and program objectives
- b. Review operational procedures and finalize the baseline design schedule

1.02 Project Design Schedule
- a. Provide a baseline critical-path design schedule
- b. Update the schedule monthly to track submittals, meetings, and project milestones

1.03 Data Gathering and Analysis
- a. Collect and review available City-furnished record data, park maps, and site plans
- b. Conduct manual field reconnaissance to identify immediate site opportunities, perimeter setbacks, pedestrian connections, and physical constraints
- c. Perform an on-site field inventory to locate and document surface elements directly impacting the playground design

1.04 Project Management & Quality Control
- a. Schedule and lead twice-monthly progress and coordination meetings with City staff
- b. Execute strict Quality Assurance and Quality Control (QA/QC) measures. All notes, drawings, and design calculations will be reviewed by a senior Landscape Architect independent of the project design team prior to each formal submittal milestone (90%, and Final)
- c. Perform formal constructability and operational reviews at each submittal stage
- d. Notify the City immediately of any out-of-scope requests and obtain written approval prior to proceeding

1.05 Preliminary Surveys, Investigations, and Reports
- a. Topographic Survey: Coordinate with WestLAND Group (WLG) to perform a targeted site topographic survey mapping elevations and hardscape features within the playground areas

MEETINGS & DELIVERABLES

Kickoff Meeting, Virtual (1)
Twice-monthly Progress Meetings, Virtual (As Required)
Baseline Project Schedule & Monthly Updates
Topographic Site Survey

TASK 2 – COMMUNITY OUTREACH AND CONCEPT DEVELOPMENT

2.01 Initial Community Visioning Workshops (2 Meetings Total – 1 Per Park)
- a. Host one (1) in-person community design workshop at Veterans Park and one (1) at Maple Grove North Park
- b. Lead residents and children through a localized site walk to identify immediate park assets and spatial challenges
- c. Facilitate an interactive design charrette, inviting participants to brainstorm equipment styles, desired play amenities, and potential themes
- d. Document all community input, annotate site maps with neighborhood insights, and prepare a public preference summary

2.02 Project Story Mapping & Digital Engagement
- a. Build, publish, and maintain a dedicated, custom project website platform to serve as the central digital hub for public information
- b. Populate the site with project descriptions, imagery, schedules, arborist summaries, and concept drawings
- c. Provide public QR codes and links for City distribution. Update the website content at each major project milestone

2.03 Preliminary Concept Plan Generation (3 Concepts Per Park)
- a. Develop a minimum of three (3) distinct conceptual playground layouts for each park
- b. Design layouts across at least two

(2) different premier playground equipment manufacturers to ensure design variety and procurement leverage

c. Integrate required program elements into the concepts, including age-separated play structures (2–5 and 5–12 years), integrated shade sails, standalone canopies, and matching site furnishings (benches and trash receptacles)
d. Incorporate site-specific constraints into the concepts:
   - Veterans Park: Footprint optimization utilizing the existing 5,000-square-foot playground layout while protecting mature tree canopies
   - Maple Grove North Park: Optimize the existing playground to provide updated amenities based on community outreach
e. Deliver 2D colored illustrative plan view graphics and an initial opinion of probable construction costs for each concept choice

2.04 Preferred Master Plan Refinement
a. Review the schematic layouts and public workshop consensus data with City staff to secure explicit direction
b. Refine the chosen concept into a single preferred Master Plan for each park location
c. Update and refine the opinions of probable construction costs

2.05 Leadership Approvals & Commission Presentations
a. Attend, present outreach findings, and assist the City with formal presentations to secure master concept approval from:
   - The Recreation and Community Services Commission
   - The Cypress City Council

MEETINGS & DELIVERABLES

Initial Community Visioning Workshops (2 Total – 1 Per Park)
Project Public Website & QR Access Code
Community Outreach Presentation Exhibits
Preliminary Concept Plans (3 Distinct Options Per Park)
Final approved Master Plan (1 Per Park)
Preliminary Opinions of Probable Construction Cost

TASK 3 – FINAL DESIGN AND CONSTRUCTION DOCUMENTS

3.01 Design Development Style Guide & Resource Log
a. Provide comprehensive descriptions for equipment color palettes, text, graphics, materials, and specialized manufacturer construction requirements
b. Compile product catalog cuts, manufacturer literature, and a written narrative describing components, finishes, and custom features
c. Provide a public purchasing resource log (detailing cooperative purchasing avenues). Revise and update this log at the 90% and Final submittals

3.02 3D Photorealistic Renderings & Simulations
a. Set up precision 3D line-work models based on approved concepts
b. Build static 3D models including playground topography, retaining low walls, shade sails, play equipment structures, surrounding tree canopies, and immediate park features
c. Deliver high-resolution, photorealistic 3D color perspective renderings and photo-simulations

3.03 Preparation of Separate Construction Document Packages
a. Prepare completely separate, independent packages of construction drawings for each park to facilitate clean, independent municipal tracking
b. Drawings will be drafted in AutoCAD on City-provided 24x36 or 30x42 sheets (at 10 or 20-scale), delivered as seamless, high-resolution PDF packages covering:
   - Demolition Plans
   - Playground Site Construction, Layout, and Detail Plans
   - Turf repair

3.04 Cost Estimating & Procurement Analysis
a. Deliver a refined Engineer's Estimate of Probable Construction Costs alongside each formal design submittal. Costs will be indexed to current market trends and escalated to the mid-point of construction
b. Provide a formal, dedicated analysis

evaluating cost-savings achievable by designating equipment as Owner Furnished-Contract Installed (OFCI)

c. Evaluate and provide a procurement path utilizing national public cooperative purchasing agreements, including Sourcewell and BuyBoard

3.05 Milestones Submittals & Plan Check

a. Submit separate packages for each park at two (2) distinct checkpoints: 90%, and Final (100% PS&E)
b. Coordinate with the City to undergo formal internal Plan Check correction submittals through the Public Works and the Planning & Building Departments to guarantee compliance with the California Building Code (CBC)
c. Review, address, and integrate one consolidated round of City/Plan Check comments at each submittal milestone
d. Upon final approval, assemble the technical Bid Form, project schedule metrics, and technical specifications package to assist the City in finalizing the official public Bid Package

MEETINGS & DELIVERABLES

Design Development Style Guide & Cooperative Resource Log
Photorealistic 3D Renderings & Photo-Simulations (Static Views)
90% Construction Documents, Plan Check Submittals, & Cost Estimates (Separate Packages Per Park)
100% Final Shelf-Ready PS&E Bid Packages & OFCI Cost-Savings Analysis (Separate Packages Per Park)

TASK 4 – TECHNICAL SPECIFICATIONS

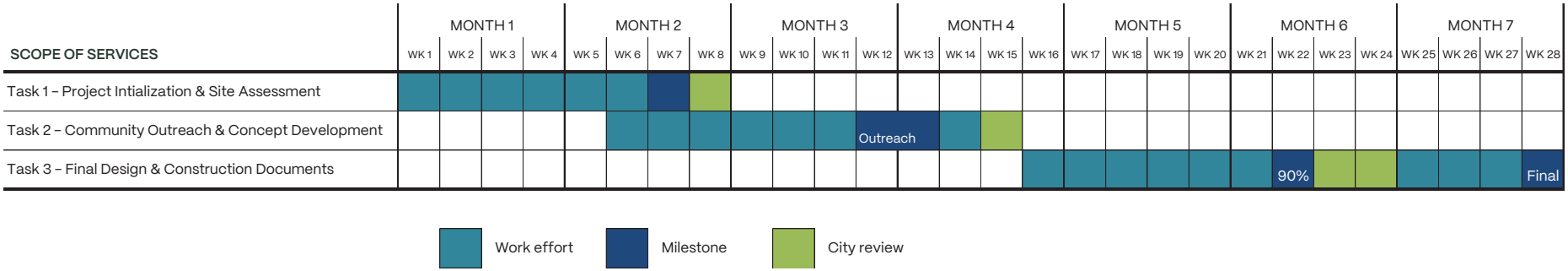
4.01 Technical Specifications

a. Format all specifications to integrate with the City of Cypress Brown Book and the Standard Specifications for Public Works Construction ("Greenbook")
b. Deliver complete Special Provisions and comprehensive payment item descriptions at the 90% and Final milestones

MEETINGS & DELIVERABLES

Technical Specifications
Special Provisions

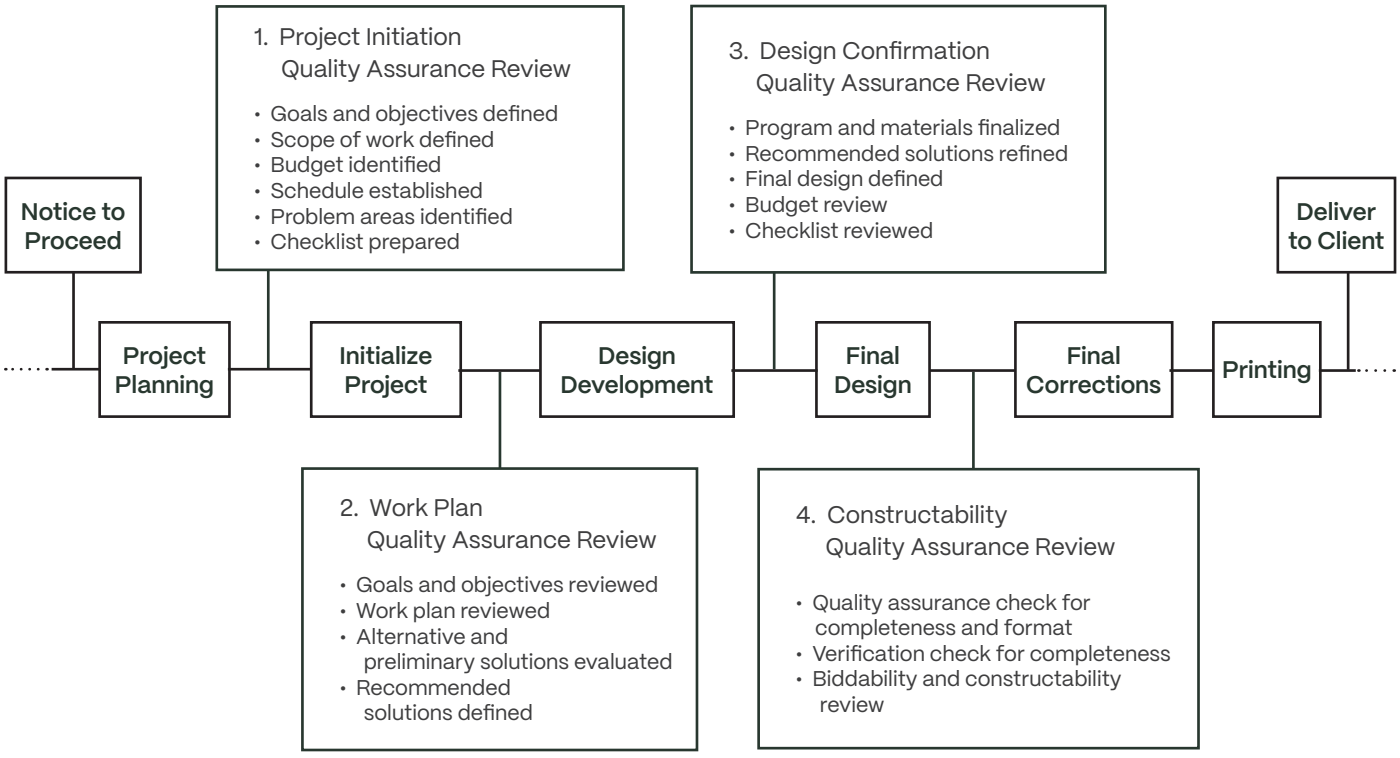
PROJECT SCHEDULE



QUALITY CONTROL

DVDC has an established quality control and assurance program that we undertake for all our design services, and for this project. The Principal-in-Charge will be responsible for implementation of these Quality Control measures. The primary elements include:

- Verification that required deliverables and documents noted in the Scope of Work are provided.
- A Peer Review will be conducted by our senior professional staff to solicit critical comments and verify correctness.
- Retention of documents with highlighted markings and red-line comments, and verification that required revisions are incorporated into the updated documents.
- Continual assessment and tracking of project schedule and budget against baseline data.
- A complete construction review for constructability and biddability of the complete PS&E package will be assigned to experienced professionals on staff prior to final submittal to our client.



WHY CHOOSE DVDCreative?

Creative Designers of Public Spaces	Cost Controls and Quality of Design with Rich Detailing	Online Public Outreach Expertise Community Inspired Park Design	Award Winning Park and Sports Field Design	Experience in Delivery of Projects

APPENDIX

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 03/10/2026

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Cornerstone Specialty Insurance Services, Inc.
14252 Culver Drive, A299
Irvine CA 92604

CONTACT NAME: Tina Cowie
PHONE (A/C, No, Ext): (714) 731-7700 **FAX (A/C, No):** (714) 731-7750
E-MAIL ADDRESS: tina@cornerstonespecialty.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : RLI Insurance Company	13056
INSURER B : Travelers Casualty & Surety Co. of America	31194
INSURER C :	
INSURER D :	
INSURER E :	
INSURER F :	

INSURED
DAVID VOLZ DESIGN LANDSCAPE ARCHITECTURE, INC.
dba: DVD CREATIVE
151 Kalmus Drive, Ste. M-8
Costa Mesa CA 92626

COVERAGES **CERTIFICATE NUMBER:** 26/27 COVERAGES **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	[X] COMMERCIAL GENERAL LIABILITY [ ] CLAIMS-MADE [X] OCCUR [X] ADDT'L INSURED/P & NC [X] BLANKET WVR OF SUBRO GEN'L AGGREGATE LIMIT APPLIES PER: [ ] POLICY [X] PRO-JECT [ ] LOC [ ] OTHER:			PSB0001408	03/14/2026	03/14/2027	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG 	$ 2,000,000 $ 1,000,000 $ 10,000 $ INCLUDED $ 4,000,000 $ 4,000,000 $
A	AUTOMOBILE LIABILITY [ ] ANY AUTO [ ] OWNED AUTOS ONLY [ ] SCHEDULED AUTOS [X] HIRED AUTOS ONLY [X] NON-OWNED AUTOS ONLY			PSB0001408	03/14/2026	03/14/2027	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) 	$ 2,000,000 $ $ $ $
	[ ] UMBRELLA LIAB [ ] OCCUR [ ] EXCESS LIAB [ ] CLAIMS-MADE [ ] DED [ ] RETENTION $						EACH OCCURRENCE AGGREGATE 	$ $ $
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N: Y If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		PSW0001346	03/14/2026	03/14/2027	[X] PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
B	Professional Liability Claims Made			108013639	03/14/2026	03/14/2027	Each Claim Annual Aggregate	$2,000,000 $2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Evidence of coverage in force. Contractual insurance requirements will be addressed at the time the contract is awarded.

CERTIFICATE HOLDER

FOR PROPOSAL PURPOSES ONLY PLEASE CONTACT
CORNERSTONE SPECIALTY
TO VERIFY COVERAGE IN FORCE

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Tina Cowie

© 1988-2015 ACORD CORPORATION. All rights reserved.

SMALL BUSINESS

To verify most current certification status go to: https://www.caleprocure.ca.gov

DGS
CALIFORNIA DEPARTMENT OF GENERAL SERVICES

Office of Small Business & DVBE Services

Certification ID: 25194

Legal Business Name:
David Volz Design Landscape Architects, Inc.

Doing Business As (DBA) Name 1:
David Volz Design

Doing Business As (DBA) Name 2:

Address:
151 Kalmus Drive
M-8
Costa Mesa
CA 92626

Email Address:
astafford@dvolzdesign.com

Business Web Page:

Business Phone Number:
714/641-1300

Business Fax Number:

Business Types:
Service

Certification Type	Status	From	To
SB(Micro)	Approved	10/15/2024	10/31/2026
SB-PW	Approved	10/15/2024	10/31/2026

DIR

Contractor Information

Legal Entity Name
DAVID VOLZ DESIGN LANDSCAPE ARCHITECTS, INC.
Legal Entity Type
Corporation
Status
Active
Registration Number
1000031128
Registration effective date
07/06/23
Registration expiration date
06/30/26
Mailing Address
151 KALMUS DRIVE, M-8 COSTA MESA 92626 CA U...
Physical Address
151 KALMUS DRIVE, M-8 COSTA MESA 92626 CA U...
Email Address
jgraham@dvolzdesign.com
Trade Name/DBA
DAVID VOLZ DESIGN
License Number (s)
Other:LA 2375
Other:LA 3883
Other:LA 4657

Registration History

Effective Date	Expiration Date
07/03/18	06/30/19
06/01/17	06/30/18
07/06/16	06/30/17
10/21/15	06/30/16
03/04/20	06/30/20
10/27/20	06/30/21
07/01/21	06/30/22
07/01/22	06/30/23
07/06/23	06/30/26

Legal Entity Information

Corporation Entity Number: 43248202
Federal Employment Identification Number: 330835124
President Name: David Volz
Vice President Name:
Treasurer Name:
Secretary Name:
CEO Name:

Agency for Service:

Agent of Service Name: Jamie Graham
Agent of Service Mailing Address: 151 Kalmus Drive, M8 Costa Mesa 9262

City of BUENA PARK

COMMUNITY SERVICES DEPARTMENT
JIM BOX, DIRECTOR

February 6, 2023

RE: Recommendation in Support of David Volz Design Landscape Architects, Inc.

To Whom It May Concern:

David Volz Design has provided high-quality design and consulting services to the City of Buena Park for many years. They have provided park planning, leadership at public outreach meetings, creative park design, developed construction documents, and construction period services on several park projects.

Two notable projects the City of Buena Park is exceptionally proud of is the Rick Gomez Park and most recently, the Whitaker School Park. The projects include a high level of design and a team of sub-consultants under David Volz Designs' contract. David Volz Design team welcomed community input at outreach gatherings to design creative, interactive play areas and inviting, green spaces.

David Volz Design has always provided the City of Buena Park with high-quality professional service for these projects and many others. I highly recommend David Volz Design to your agency.

Sincerely,

Jim Box
Director of Community Services
City of Buena Park
(714) 562-3850
JBox@Buenapark.com

"DVDCreative has always provided the City of Buena Park with high-quality professional services for these projects and many others."

GARDEN GROVE

CITY OF GARDEN GROVE

Steve Jones
Mayor
George S. Brietigam
Mayor Pro Tem - District 1
John R. O'Neill
Council Member - District 2
Cindy Ngoc Tran
Council Member - District 3
Joe DoVinh
Council Member - District 4
Stephanie Klopfenstein
Council Member - District 5
Kim Bernice Nguyen
Council Member - District 6

February 2, 2023

RE: Recommendation in Support of David Volz Design Landscape Architects, Inc.

To Whom It May Concern:

David Volz Design has provided high quality design and consulting services to the City of Garden Grove for many years. They have provided park planning, provided leadership at public outreach meetings, provided creative park design, developed construction documents and provided construction period services on several park projects.

One notable project is the Woodbury Park Revitalization Project, which includes a high level of design and a team of sub-consultants under David Volz Designs' contract. This project is a Prop 68 grant award that will allow a complete renovation, of an under used park, to be brought back to life for an underserved community. DVD has done an outstanding job of meshing the needs of the community with the design request of the Parks and Rec Commission and staff.

DVD has always provided the City of Garden Grove with high quality professional service for these projects and many others. I highly recommend David Volz Design to your agency.

Sincerely,

John Montanchez
Community Services Director
(714) 741-5214
johnmo@ggcity.org

"... a high level of design and a team of sub-consultants under DVDC' contract."

City of South Gate
Parks & Recreation Department
WWW.CITYOFSOUTHGATE.ORG

Parks Make Life Better!

CENTENNIAL

Steve Costley
Director of Parks & Recreation

February 1, 2023

RE: Recommendation in Support of David Volz Design Landscape Architects, Inc.

To Whom It May Concern:

David Volz and his team at David Volz Design have provided superior service to the City of South Gate on a variety of projects to improve our parks over the last twelve years. From Master Planning and Community Outreach to whole park renovations, providing creative, sustainable and usable designs that enhance our community and excite our park goers, David Volz Design has consistently met all expectations.

Please feel free to contact me if you have any specific questions or would like additional information. We have had nothing but the best experiences with DVD and would enthusiastically recommend them to anyone looking for a top-quality landscape design firm for you public project.

Sincerely,

Steve Costley,
Director of Parks & Recreation
323-563-5494
scostley@sogate.org

"From Master Planning and Community Outreach to providing creative, sustainable and usable designs that enhance our community and excite our park goers, DVDCreative has consistently met all expectations."

MAYOR
Vicente Sarmiento
MAYOR PRO TEM
Phil Bacerra
COUNCILMEMBERS
Johnathan Ryan Hernandez
Jessie Lopez
Nelida Mendoza
David Penaloza
Thai Viet Phan

CITY OF SANTA ANA
PUBLIC WORKS AGENCY
20 Civic Center Plaza • P.O. Box 1988
Santa Ana, California 92702
www.santa-ana.org

CITY MANAGER
Kristine Ridge
CITY ATTORNEY
Sonia R. Carvalho
CLERK OF THE COUNCIL

February 3, 2023

RE: Recommendation of David Volz Design Landscape Architects, Inc.

To Whom It May Concern:

David Volz Design has provided high quality design and consulting services to the City of Santa Ana for many years. They have provided park planning, provided leadership at public outreach meetings, provided creative park design, developed construction documents and provided construction period services on several park projects.

Most notably is the recent Santiago Park Gas House Area Development project, of which David and his team have been a part of from the very beginning. They provided concept design, led community outreach efforts, developed contract documents and are now providing construction support. The project will be completed this spring and is an award winner. We are very excited and are appreciative of the great working relationship we had together, and the expertise they brought to the table.

DVD has always provided the City of Santa Ana with high quality professional service for these projects and many others. I highly recommend David Volz Design to your agency.

Sincerely,

Suzi Furjanic
Associate Park Planner
sfurjanic@santa-ana.org

"DVDC has always provided the City of Santa Ana with high quality professional services for these project and many others."

DVDC



CITY OF CYPRESS

Community Outreach and Design
for the Replacement at Veterans Park and Maple Grove North Park

109 W. Union Avenue | Fullerton, CA 92832
(714) 871-3638 | www.migcom.com

MIG

PROPOSAL | JUNE 18, 2026

In association with:
Converse | ISE | VCL

TABLE OF CONTENTS

Firm Organization, Credentials, Background	3
Experience	6
Project Understanding and Approach	23
Modifications to the Standard City Contract Services Agreement	31
Cost Proposal	*Provided Separately*



109 W. Union Avenue
Fullerton, CA 92832
(714) 871-3638
www.migcom.com

CALIFORNIA
BERKELEY, FULLERTON, LOS ANGELES, PASADENA, RIVERSIDE, SACRAMENTO, SAN DIEGO, SAN JOSE, AND SONOMA

COLORADO
DENVER

NEW YORK
BROOKLYN

OREGON
PORTLAND

TEXAS
SAN ANTONIO

WASHINGTON
SEATTLE

June 18, 2026

Mr. Tony An, P.E.
Assistant City Engineer
City of Cypress
Public Works Department
5275 Orange Avenue
Cypress, CA 90630

RE: Proposal for Community Outreach and Design for the Playground Equipment Replacement at Veterans Park and Maple Grove North Park

Dear Mr. An:

MIG, Inc. (MIG), is pleased to submit this proposal for community outreach, playground planning, and landscape architectural design services for the replacement of playground equipment at Veterans Park and Maple Grove North Park in the City of Cypress.

We understand that the City is undertaking this important initiative to replace and modernize aging playground equipment that has reached the end of its useful life while creating engaging, inclusive, and accessible play environments that will serve Cypress families for years to come. The project presents an opportunity to not only replace play structures and surfacing, but also to enhance the overall user experience through integrated shade, improved seating and gathering spaces, upgraded accessibility, and thoughtfully designed site amenities that support year-round enjoyment of both parks.

Equally important, we recognize that community engagement is central to the project's success. The City's vision for this effort extends beyond equipment replacement and seeks to create play environments that reflect community priorities and respond to the unique character and needs of each neighborhood. Our team is particularly excited about this aspect of the project and will employ a collaborative outreach process that meaningfully engages residents, stakeholders, the Recreation and Community Services Commission, and City Council throughout the planning and design process.

MIG has extensive experience leading community-driven park and playground improvement projects throughout California and brings a multidisciplinary team of landscape architects, engagement specialists, cost estimators, and play environment designers uniquely suited for this assignment. Our in-house Play Studio specializes in the creation of innovative, inclusive, and memorable play environments that move beyond standard, catalog-driven playgrounds and instead create distinctive destinations that foster exploration, imagination, physical activity, and social interaction for children of varying ages and abilities.

Our proposed scope includes project initiation and site assessment, community outreach and engagement, development of multiple conceptual alternatives for each park, preparation of high-quality renderings and cost estimates, and completion of separate construction document packages for Veterans Park and Maple Grove North Park. While the projects will be managed under a single coordinated effort for efficiency and consistency, each park will receive its own community-driven design process, preferred concept plan, cost estimate, and final construction documentation.

We also understand the City's desire to move quickly and efficiently, with design commencing in 2026 and Veterans Park advancing into construction on an accelerated schedule while simultaneously positioning Maple Grove North Park for future implementation. Our team has successfully delivered numerous park improvement projects under similar schedules and is well prepared to provide responsive project management, proactive communication, and practical solutions that maintain schedule and budget objectives while delivering high-quality design outcomes.

Thank you for your consideration of our qualifications and proposal. We appreciate the opportunity to partner with the City of Cypress on these important community investments and look forward to creating two exceptional play environments that will enrich the recreational experience of Cypress residents for generations to come.

Sincerely,



Oscar Johnson, PLA, CPRS
Principal-in-Charge
oscarj@migcom.com

Firm Organization, Credentials, Background

About MIG, Inc.

Moore Iacofano Goltsman, Inc. (MIG), improves, adapts, and creates organizations, environments, and tools for human development. We are a community of designers, planners, engineers, scientists, and storytellers who engage people in creative problem-solving and collective action. We believe that the physical and social environment around us has a profound impact on our lives, and this belief shapes the principles that guide our work:

- Communities should plan their own futures.
- Great projects work for everyone.
- Elegant design inspires new thinking.
- All work must be context driven.

MIG is at the forefront of innovation. We are leading local, regional, and national planning and design initiatives to improve accessibility and equity; engage, educate, and empower people through participatory processes; facilitate strategy development for social change; create playful and inclusive communities; reimagine streets and repurpose infrastructure; revitalize cities and restore ecosystems; and promote environmental stewardship by recognizing that the health of the natural and built world is mutually dependent.

For over four decades, MIG has worked with public, private, and nonprofit agencies and their constituents throughout the United States to effectively address any issue on the planning and design spectrum related to parks and recreation—concept to construction; strategic plan to master plan; historic preservation to open space conservation; sustainability to feasibility; and everything in between. Our dedicated staff has the background and experience to scope and implement projects that enable people to actively participate in making decisions that impact their access to and use of parks, open space, and recreation resources.

The depth of our expertise encompasses the full range of assessment, analysis, outreach, design, and planning methods/skills required to help communities create and responsibly manage available resources—providing the right balance in the amount, size, types, and locations of parkland, recreation amenities, and services for each community now and in the future. The breadth of our experience is unparalleled—from regional open space and trails to community and neighborhood parks to recreation centers and youth programs. Our approach is based on a thorough understanding of all factors associated with parks and recreation, from maintenance and operations to site safety and funding; efficiency and accuracy in data gathering and analysis; and creativity and innovation in facility design, problem-solving, and strategic implementation.



Subconsultant Profiles

CONVERSE

The Converse Professional Group, dba Converse Consultants (Converse), is an employee-owned Small, Local, and Minority Business Enterprise founded in 1946 by Caltech Professor Fred Converse. The firm provides geotechnical and environmental consulting services to public agencies and has extensive experience with Southern California parks.

For this project, Converse will perform necessary geotechnical/soils investigations, agronomic soil analyses, and analyses of potential hazardous materials (asbestos survey, etc.), and provide remediation recommendations, if necessary.

ISE

Founded in 2007, ISE Engineers is a full-service structural engineering firm built on the belief that effective design should solve problems while remaining practical and affordable. The company provides structural engineering solutions for a wide range of project types, including commercial, healthcare, education, government, industrial, housing, energy, and modular/off-site construction. With engineering licenses in more than 28 states and offices across the Western United States, ISE supports projects nationwide through innovative, value-driven designs that reduce construction costs while maintaining structural integrity and life safety.

ISE differentiates itself through a collaborative, client-focused approach that emphasizes communication, constructability, efficiency, and quality control. The firm combines experienced principal engineers, project managers, and design engineers with advanced engineering software and established internal standards to deliver consistent, reliable results. By prioritizing responsiveness, coordination, and cost-effective solutions, ISE strives to be a trusted partner throughout the design and construction process, helping clients successfully navigate today's complex building and development challenges.

VCL

Since their establishment in 2004, Visual Concepts Lighting, Inc. (VCL), stands as a leading full-service electrical engineering firm, dedicated to the intricate art of sustainable lighting design. While their capabilities span the entire spectrum of electrical engineering, they have honed their focus and expertise on outdoor lighting, epitomizing a 'fusion of light" that transforms spaces—from high-end residential landscapes to picturesque streetscapes and dynamic municipal ball fields.

VCL's design philosophy is rooted in a seamless journey, guiding clients from lighting concept to construction-ready plans. With a robust foundation of over 30 years of hands-on electrical field experience and a cumulative 45 years of design prowess, they are committed to delivering designs that align with the true intent of their clients. Their approach aims to eliminate costly change orders and deliver successful, efficient, and effective electrical systems.



ISE: Laselle Sports Park site structures and light poles



VCL: Montage Park Lighting

The MIG Team

MIG is proud to present an experienced and highly qualified team to provide professional landscape architecture, environmental, and engineering services for the Veterans Park and Maple Grove North Park projects. Our team members identified in the organizational chart and staffing table have been selected for their strong expertise in their fields of work as well as for their passion for this project. Please refer to our Design Budget, under separate submission, for a detailed breakdown of staff hours by task. Detailed resumes for all proposed key personnel are included starting on page 12.

Project Management

With his meticulous attention to detail and his dedication to longevity, Principal-in-Charge/Senior Landscape Architect **Oscar Johnson, PLA, CPRS**, will allocate adequate resources to this project and assure that contractual requirements are met. Oscar will provide overall project direction, oversight, and quality control.

Project Manager **Holly De La Torre, LEED AP, CPSI**, will oversee the day-to-day work of the MIG Team, making certain the project's design is being developed while pacing the team to remain on schedule and under budget. Holly is a landscape designer with over 18 years of experience, with a special interest in parks that increase recreational value within the communities they serve. She has participated in projects from conceptual design through construction and knows the importance of complete and definitive construction documents and the value of collaboration throughout the design and construction process.

Team Organization and Project Staffing

MIG

STAFF/ROLE	RESPONSIBILITY
Oscar Johnson, PLA, CPRS *Principal-in-Charge,* *Senior Landscape Architect*	Project Management Park Design
Holly De La Torre, LEED AP, CPSI *Project Manager,* *Landscape Designer*	Project Management Park Design
Ada Lu, *Landscape Designer*	Park Design
Christina Frank, ASLA, CPSI, *Play Specialist*	Park Design
Eric Freeman, PLA, *Irrigation Specialist*	Park Design
Nathaniel Riedy, PE, *Civil Engineer*	Park Design
Esmeralda Garcia, *Engagement Specialist*	Community Outreach

Subconsultants

STAFF/ROLE	RESPONSIBILITY
Siva K. Sivathasan, Ph.D., P.E., G.E., QSD, DGE, F. ASCE, *Principal Engineer* Chris Baker, *Project Geologist*	Geotechnical – Converse
Shawn Lothrop, *Principal Structural Engineer* Shane Lothrop, *Sustainable Design Lead* Sandy Fong, *Project Manager* Greg DeLeon, *Project Manager*	Structural Engineering – ISE
Ken Perez, Sr., *President* *Senior Engineer* Ken Perez, Jr., *Senior Project Manager*	MEP – VCL

We have provided key staff resumes starting on page 12.

Experience

MIG has experience managing complex, multi-objective parks and public realm infrastructure projects that create a high degree of community support through creative design, dynamic visuals, and powerful metaphors. The tables below provide a summary of MIG's parks, recreation, community engagement, and outreach experience.

MIG SELECT PARKS AND RECREATION PROJECTS

	LANDSCAPE DESIGN	CONSTRUCTION DOCUMENTS & ADMINISTRATION	PARK PLANNING & DESIGN	PUBLIC REALM DESIGN	SPORTS/ATHLETIC FIELDS	ENTRY & PARKING AREAS	EVENT & PERFORMANCE AREAS	ACCESSIBILITY/ UNIVERSAL DESIGN	SUSTAINABILITY/ LOW-IMPACT DESIGN	NATIVE PLANTING	SIGNAGE	CHILDREN'S PLAY ENVIRONMENTS	SEATING & PICNIC AREAS	LIGHTING	COMMUNITY OUTREACH
Always Dream Park, Fremont, CA	●	●	●	●				●	●			●	●	●	●
Anaheim Coves Multi-Use Trail, Anaheim, CA	●	●		●		●		●	●	●	●	●	●	●	●
Arnold Cypress Park, Cypress, CA	●	●	●	●	●	●		●	●	●	●	●	●	●	
Compton Creek Natural Park, Compton, CA	●	●	●			●	●	●	●	●	●	●	●	●	●
Desiderio Park, Pasadena, CA	●	●	●	●		●	●	●	●	●	●	●	●	●	●
Dills Park Renovation, Paramount, CA	●	●	●		●	●	●	●	●	●	●	●	●	●	●
Downey Parks Renovations, Downey, CA	●	●	●		●	●	●	●	●			●	●	●	●
Earvin "Magic" Johnson Park, Willowbrook, CA	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
El Dorado Park at Pacoima Wash, Los Angeles County, CA	●	●	●			●		●	●	●	●	●	●	●	●
Greenleaf Parkway Parks, Compton, CA	●	●	●	●		●		●	●	●	●		●	●	●
Hart Park Renovations, West Hollywood, CA	●	●	●					●					●	●	
Hing Hay Park, Seattle, WA	●	●		●		●	●	●	●			●	●	●	●
Johnny Carson Park Revitalization, Burbank, CA	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Lake Forest Serrano Creek and Pittsford Parks, Lake Forest, CA	●	●	●			●		●					●	●	●
Lambert Park Renovation, El Monte, CA	●	●	●		●			●	●				●	●	●
LANLT Wishing Tree Park, Carson, CA	●	●	●		●	●					●		●	●	●
Layne Park Revitalization, San Fernando, CA	●	●	●		●	●		●	●	●	●	●	●	●	●
Liberty Park Renovation, Cerritos, CA	●	●	●		●	●	●	●	●				●	●	●
Mendez Tribute Monument Park, Westminster, CA	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Ord and Yale Park, Los Angeles, CA	●	●		●	●	●	●	●	●	●	●	●	●	●	●
Pasadena Playhouse Village Park, Pasadena, CA	●	●	●	●		●	●	●	●		●	●	●	●	●
Ponderosa Park, Anaheim, CA	●	●	●					●	●				●	●	●
Santa Monica Memorial Park Renovation, Santa Monica, CA	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Santee Town Center Community Park, Santee, CA	●	●	●		●	●	●	●	●	●	●	●	●	●	●
Ventura Community Park, Ventura, CA	●	●	●		●	●	●	●		●		●	●	●	●
Veterans Sports Park at Tustin Legacy, Tustin, CA	●	●	●		●	●	●	●	●	●	●	●			●
Westlake Village Canyon Oaks Park, Westlake Village, CA	●	●	●			●		●	●	●			●	●	●
Westlake Village Community Park, Westlake Village, CA	●	●	●		●		●	●	●				●	●	●
Westminster 25 Parks Renovations, Westminster, CA	●	●	●		●	●	●	●	●			●	●	●	●
West Wilshire Park Athletic Field Improvements, Los Angeles, CA	●	●	●		●	●		●	●				●	●	●
Yanaguana Garden at Hemisfair Park, San Antonio, TX	●	●	●	●		●	●	●	●			●	●	●	●







Arnold Cypress Park

MIG prepared the master plan and construction documents for complete redesign of this existing 14.55-acre community park. The park includes a centrally located hub of three lighted softball fields. This park serves as the home field for the local, long-time championship girls' softball league and provides bullpen and batting cage amenities for tournament-level play. A central plaza with a restroom/concession building, large children's play area, and shaded group and family picnic facilities offer convenient support facilities. A practice ballfield is in the southwest corner of the park. Eight pickleball courts, a full basketball court, volleyball court, and exercise equipment area are in the northeast active corner of the park. For flexible use, an open grass area is adjacent to the group picnic structure. Ample parking is provided for 294 cars. A perimeter walk around the park encourages easy access and ADA compliance.

Location: Cypress, CA

Client: City of Cypress

Reference:
Nick Mangkalakiri, City Engineer, City of Cypress, (714) 229-6729, NMangkal@cypressca.org

Dates: 2022–2025

Team Members Involved:
Oscar Johnson, Holly De La Torre, Eric Freeman







Wishing Tree Park

MIG and the Los Angeles Neighborhood Land Trust (LANLT), in cooperation with the County of Los Angeles, the Los Angeles Conservation Corps, and the community, moved forward in the final design process to realize the development of a new 8.45-acre neighborhood park.

The park's design program incorporates the community's vision for creating a unique recreational, social, safe, and accessible public space that includes play, healthy physical activity, neighborhood connections, energy efficient and sustainable technologies, and educational components. The park also promotes health and well being, and educates the community in regenerative landscape systems and water and energy conservation.

The amenities of the park include: a play area with 2–5- and 5–12-year-old age-appropriate play equipment; concrete plaza; baseball field with bleachers; two futsal courts; a basketball court; open passive turf areas; restroom building with a meeting room; maintenance yard and building; solar security lighting; individual picnic areas; fencing; bollards; benches; picnic tables; barbeques; drinking fountains; shade shelters; arbors; decomposed granite walking/jogging trail; California-friendly planting; and on-site parking.

MIG

Location: Los Angeles County, CA

Client: LANLT

Reference: Tori Kjer,
Executive Director, LANLT
(310) 909-3891
TKjer@lanlt.org

Dates: 2016–2022

Team Members Involved: Oscar Johnson

Awards: 2024 Los Angeles Business Council Award for Architecture







Hidden Creek Park

Over nearly two decades, MIG partnered with the City of Hillsboro to help transform one of the largest remaining open spaces within the city into what is now Hidden Creek Park. Beginning with a comprehensive master plan for the east and west sides of the site, MIG worked with residents, stakeholders, and City staff to establish a shared vision for a future community park that would support recreation, gathering, nature, and year-round community life.

The planning process included extensive public engagement, including a robust online outreach program during the COVID-19 pandemic that expanded participation through multilingual materials, captioned content, a project website, QR-code access, virtual workshops, and multiple opportunities for community members to stay informed and provide feedback. This input helped shape a vision that balanced sports and recreation, play, community gathering, trails, woodlands, open spaces, and future recreation facilities.

MIG continued its partnership with the City through the design and implementation of Hidden Creek Park East and Hidden Creek Park West, helping bring the community's vision to life through multiple phases of investment and development. Today, the Hidden Creek campus includes a community center, recreation facilities, park amenities, and gathering spaces, with a new aquatic center planned as the next phase of the campus evolution. The Park's popularity and continued growth reflect the strength of a community-driven vision that established a clear framework for future investment, growth, and decision-making.

MIG

Location: Hillsboro, OR

Client: Hillsboro Parks and Recreation Department

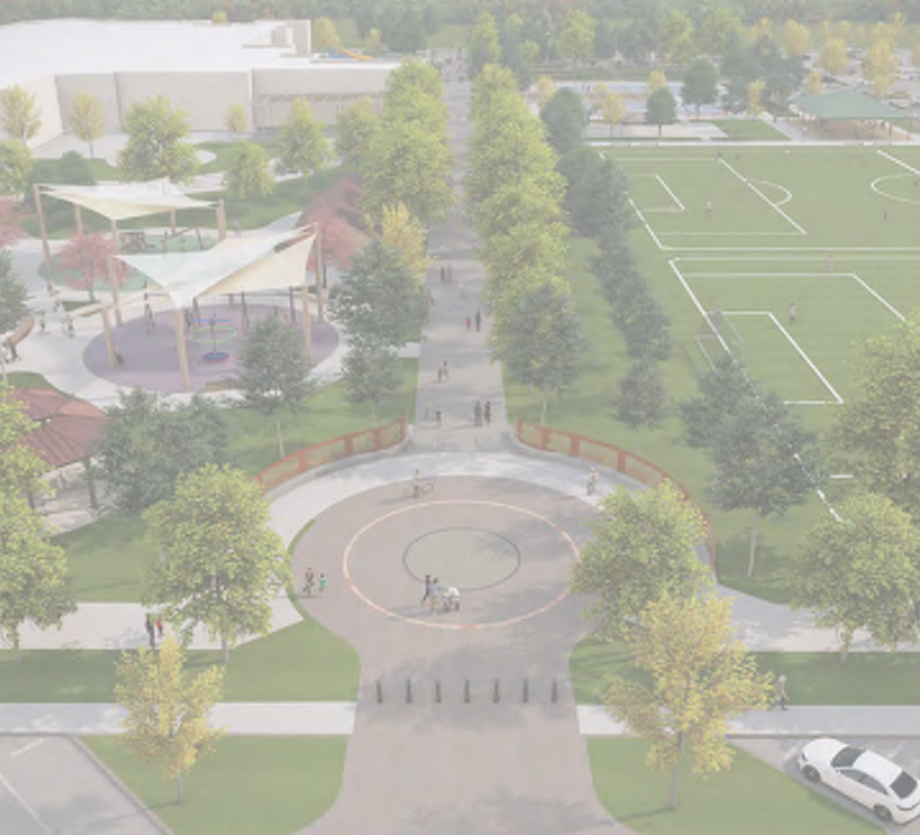
Reference:
Laurie Devos, Project Manager
City of Hillsboro
(503) 615-6508
laurie.devos@hillsboro-oregon.gov

Dates:
2006–2009 (Master Plan)
2020–2023 (Inclusive Park & Playground)

Team Members Involved:
Christina Frank, Donna Guitierrez

Awards:
Oregon American Society of Landscape Architecture Award of Excellence

DJC Oregon Top Projects 2024







Martin Luther King Jr. (MLK) Community Park

MIG prepared the Master Plan for the major renovation of Martin Luther King Jr. (MLK) Community Park in East Bakersfield, California. The approximately 15-acre park and community center has been re-imagined with a new community center building hosting many programmed facilities including a large gymnasium with full basketball court, spectator seating and cross courts, locker rooms, restrooms, weight room, multi-use banquet room, health/family resource center, multi-use rooms, technology room, bike repair shop, and events plaza. The park offers an amphitheater, basketball courts, multi-use sports courts, shaded picnic areas, gathering pavilion, community garden, children's play areas, sprayground, water slide and pool complex, a memorial plaza to greet visitors, and ample parking. A second floor will conveniently house the City's recreation department and park rangers' office. The master plan process engaged stakeholders, the community, and neighborhood residents and garnered great input reflected in the final plan.

MIG is currently developing "bridge documents" to direct the master plan intent into 50% construction documents to guide contractor design/build implementation of the proposed park improvements.

MIG

Location: Bakersfield, CA

Client: City of Bakersfield

Reference: Darin Budak,
Director Recreation and Parks
City of Bakersfield
(661) 326-3866
DBudak@bakersfieldcity.us

Dates:

- Master Plan Phase: 2022–2023
- Current 50% CD Phase: 2025–2026

Team Members Involved:
Oscar Johnson, Holly De La Torre, Ada Lu









Emma Prusch Park

Emma Prusch Farm Park was gifted to the City of San José with the vision of creating and maintaining a rural country atmosphere in the city that promotes and demonstrates historic, contemporary, and culturally relevant agricultural practices. This neighborhood park is unique in the region with a working farm that is co-managed with nonprofits and docents. The park includes community gardens, rare fruit orchards, livestock, a barn, historic buildings, picnic facilities, and a play area (park visitors also get to enjoy the free-ranging peacocks and chickens that make visits extra memorable!). MIG's design for an all-inclusive playground builds on the agricultural history of the site, while providing play experiences for all ages and abilities.

The concept builds on the park's unique character as a working farm and plays with scale in a fun way—for example, there is a giant chicken climbing structure. The hillside has a looping accessible path with a variety of sliding options and shared, shaded seating areas help bridge the existing play area with the new area. The park opened in 2024.

MIG

Location: San José, CA

Client: City of San José

Reference:
Haydé Pacheco, Parks Manager—
Capital Projects
City of San José
Parks, Recreation, and Neighborhood Services
(408) 793-4197
hayde.pacheco@sanjoseca.gov

Dates: 2020–2024

Team Members Involved:
Amy Mitchell, Melissa Butler

Awards: Catalyzing Placemaking Award, Catalyze SV, 2024



Oscar Johnson, PLA, CPRS

MIG

PRINCIPAL-IN-CHARGE

Oscar Johnson always had a passion for drawing and creating, and he's been fulfilling it as a landscape architect and project manager for almost three decades. Oscar started as a landscape designer at MIG. His steady rise to firm principal is the result of his meticulous attention to detail and dedication to unwavering quality and customer service. From multimillion dollar sports facilities to intimate neighborhood parks, Oscar has designed and managed construction for various public and private projects throughout California. He develops cost-effective construction details and design specifications that can be built to last. He is adept in establishing a camaraderie with clients, colleagues, and contractors to shepherd projects from design to ribbon-cutting. Oscar is proactive in reducing risks and applying new technologies and materials to his designs. He describes himself as "a build-a-better-mousetrap type of person," who takes the Big Picture and fills in the fine lines. While his work has benefited people in many communities, Oscar particularly appreciates providing physical, mental, and emotional stimulation to children with disabilities through his work—facilitating their interaction with nature and with others.

EDUCATION

» BSLA, California State Polytechnic University, Pomona

REGISTRATIONS

» Landscape Architect: CA #6481

PROFESSIONAL AFFILIATIONS

» California Parks & Recreation Society (CPRS)

AWARDS

» SCC ASLA Quality of Life Merit Award: Anaheim Coves, 2014

» SCC ASLA Merit Award in Landscape Art: South Beach Promenade, 2007

» Los Angeles Business Council Award for Architecture: Wishing Tree Park, 2024

» ASLA Southern California Honor Award: Mendez Tribute Monument, 2025

» ASLA Southern California Merit Award: Wishing Tree Park, 2025

SELECTED PROJECT EXPERIENCE

» Wishing Tree Park, West Carson, CA

» Tustin Legacy Veterans Sports Park, Tustin, CA

» Arnold Cypress Park, Cypress, CA

» Martin Luther King Jr. (MLK) Community Park, Bakersfield, CA

» Mendez Tribute Monument Park, Westminster, CA

» Parks & Recreation Facilities Master Plan, Westminster, CA

» 25 Westminster Parks Renovations, Westminster, CA

» Anaheim Coves Phases 1 and 2, Anaheim, CA

» Deer Canyon Park Preserve, Anaheim, CA

» Huntington Beach Pier Plaza and South Beach Renovation, Huntington Beach, CA

» Ponderosa Park, Anaheim, CA

» Downey Four Parks Improvements, Downey, CA

» Big League Dreams, Las Vegas, NV

» Compton Creek Nature Park, Compton, CA

» Dills Park Renovation/Expansion, Paramount, CA

» Firestone Boulevard, Downey, CA

» Fullerton Parks Renovation – Adlena, Byerrum, and Valencia, Manteca, CA

» Grace Park, Long Beach, CA



Holly De La Torre, LEED AP, CPSI

PROJECT MANAGER / LANDSCAPE DESIGNER

Holly De La Torre's wide interests in landscape architecture, coupled with the breadth of projects she has worked on for over 18 years with MIG, has led her to be a strong member of the design team. She has participated in projects from conceptual design through construction and knows the importance of complete and definitive construction documents and the value of collaboration through the design and construction process.

Holly's interest in improving the larger environment and quality of life has been demonstrated in her successful design of streetscapes, parkways, campuses, multigenerational parks, sports fields, play environments, and most recently dog parks, where the owner's interaction and comfort are as important as the canine activity design. She has also successfully participated in public outreach, recreation facility assessments, and park and recreation master plans.

EDUCATION

- BS, Landscape Architecture, California State Polytechnic University, Pomona

REGISTRATIONS

- LEED Accredited Professional
- Certified Playground Safety Inspector, National Recreation and Park Association

SELECTED PROJECT EXPERIENCE

- Arnold Cypress Park, Cypress, CA
- Olive Bowl/Kaku Park, Lindsay, CA
- Anaheim Coves, Anaheim, CA
- Compton Creek Natural Park, Compton, CA
- Pico Park, Pico Rivera, CA
- Cerritos Park East, Cerritos, CA
- Santee Towncenter Park, Santee, CA
- Mesa Marin Sports Park, Bakersfield, CA
- Perris Valley, Big League Dreams Sports Park, Riverside County, CA
- Big League Dreams Sports Park, Manteca, CA
- Ever Sports Park, Templeton, CA
- Fresno Figarden Baseball Complex, Fresno, CA
- Dick Clark Dog Park Concept Plan, Burbank, CA
- Tehachapi Valley Recreation and Parks District Master Plan, Tehachapi Valley, CA
- Parks Master Plan, Santa Ana, CA
- Parks and Recreation Facilities Plan, Westminster CA
- Bakersfield Recreation and Parks Master Plan, Bakersfield, CA



Ada Lu

LANDSCAPE DESIGNER

Ada Lu is an award-winning landscape designer who is dedicated to balancing people and nature through her work. Her experience and education in the U.S. and China provide unique insights in creating landscapes for a broad range of projects from parks to housing to transportation. Ada views the combination of nature and art in landscape design as a way to infuse beauty into the social fabric. With over 10 years of experience, she brings creativity and critical thinking to each collaborative design effort.

EDUCATION

- Master of Landscape Architecture + Urbanism, School of Architecture, University of Southern California, Los Angeles
- Master of Planning and Urban Design, Beiing Forestry University, Beijing, China
- BS, Landscape Architecture, Huazhong Agricultural University, Wuhan, China

SELECTED PROJECT EXPERIENCE

- Martin Luther King Jr. (MLK) Community Park, Bakersfield, CA
- Bakersfield Recreation and Park Master Plan, Bakersfield, CA
- Pico Rivera Major Corridors Median and Parkway Beautification, Pico Rivers, CA
- Pico Rivera Rosemead Boulevard Median Beautification, Pico Rivera, CA
- LACDPW Headquarters Landscape Master Plan, Los Angeles, CA
- Oxnard Campus Park Design, Oxnard, CA
- Palmdale Regional Recreation Complex, Palmdale, CA
- City of Orange New Park, Orange, CA
- Hermosa Beach Climate Change Adaptation & Resiliency Measures, Hermosa Beach, CA
- LA County Parks Needs Assessment, LA County, CA
- City of Hope Campus Landscape Master Plan, Duarte, CA
- Fig+Pico Convention Center Hotel, Los Angeles, CA
- Lost Hills Bridge & Streetscape, Lost Hills, CA



Christina Frank, ASLA, CPSI

PLAY SPECIALIST

Christina Frank is an award-winning landscape architectural designer who brings play to life in every space she creates. From parks and streets to schools and museums, her designs spark curiosity, connection, and joy for children and adults alike. Christina was always drawn to children's education and the outdoors, but her career choice was cemented at a Harvard University summer studio program where she first explored all the elements that she incorporates in her work today—people, place, color, aesthetics, and most significantly, how the environment can support or deter behavior.

A visionary designer, Christina curates ideas, images, and stories that inspire innovative play spaces. In addition, her strong communication skills, collaborative leadership, and attention to detail make her a highly effective project manager. As the leader of MIG's Play Studio and a national conference speaker, she is a creative force—championing the power of play, inclusion, and connection in public spaces.

EDUCATION

- MLA, University of Washington
- MGeog, Portland State University
- Summer Studio Program, Graduate School of Design, Harvard University
- BA, Economics, Lehigh University

CERTIFICATIONS

- Certified Playground Safety Inspector (CPSI)

PROFESSIONAL AFFILIATIONS

- American Society of Landscape Architects

SELECTED PROJECT EXPERIENCE

- Hidden Creek Park West, Hillsboro, OR
- Bagley Community Park, Vancouver, WA
- Cloney Park, Longview, WA
- Raab Park, Poulsbo, WA
- Anna and Abby's Yard, Forest Grove, OR
- 53rd Avenue Community Park, Hillsboro, OR
- Harper's Playground Concept Design, Portland, OR
- Nadaka Nature Park, Gresham, OR
- Blue Lake Park Master Plan, Fairview, OR
- Kids Trek at NW Trek Wildlife Park, Eatonville, WA
- New Columbia Bike Skills Park, Portland, OR
- Vista Brook Park, Portland, OR
- San Diego Children's Zoo, San Diego, CA
- San Jose Children's Museum, San José, CA
- Beech Park Master Plan, Portland, OR



Eric Freeman, PLA

IRRIGATION SPECIALIST

EDUCATION

» BS, Landscape Architecture, California State Polytechnic University, Pomona

REGISTRATIONS

» Licensed Landscape Architect: CA #6245, NV #1054

From the walnut groves and hills of his hometown to the landscapes he's created for over two decades, Eric Freeman has used his imagination to turn ideas into places for people to explore and enjoy. His strong family ties and military service have instilled dedication and discipline, evident in his thoughtful approach to project management and meticulous attention to detail and design quality. His career course was set after reading a description of the landscape architecture profession—combining creativity, connection to the outdoors, and people's experience of place and space. Even with the experience and expertise he has cultivated, Eric is enthusiastic about learning and mastering new skills and approaches. His greatest satisfaction comes from seeing his work come to life as people repeatedly use and engage with his finished product. Regardless of size, site, or situation, he strives to exceed expectations and leave a positive impression.

SELECTED PROJECT EXPERIENCE

» Arnold Cypress Park, Cypress, CA
» Hawthorne Suites by Wyndham, Duarte, CA
» Euclid Downtown Ontario, Mixed-Use Apartment Project, Ontario, CA
» Rocky Trail Road, Diamond Bar, CA
» I-15 Express Lanes, Corona, CA*
» I-15 Express Lanes Flyover Connector, Corona, CA*
» Temecula, I-15/SR79 Temecula Parkway, Temecula, CA*
» Eastvale, I15 / Limonite, Eastvale, CA*
» Cherry Beaumont, Beaumont, CA*
» Chino Villas, Chino, CA*
» Foothill Median, Irwindale, CA*
» Los Alamitos Apartments, Los Alamitos, CA*
» Project Cougar, Beaumont, CA*
» Chino Villas, Chino, CA*
» Foothill Median, Irwindale, CA*

** Project completed prior to joining MIG*



Nathaniel Riedy, PE

CIVIL ENGINEER

EDUCATION

» BS, Civil Engineering, University of Washington

REGISTRATIONS

» Professional Engineer: TX #126555, CO #0050429, WA #50177, CA #80161, AL #35421

Nathaniel Riedy is a highly skilled and adaptable civil engineer whose experience and expertise have contributed to infrastructure projects across the country. Nathaniel's early aspiration to improve quality of life in the built environment is continuously achieved with each new project—from site engineering and stormwater management to utility design and street improvements. As a project manager, he is committed to project stewardship from initial planning to post-construction sustainability. As a water resources and environmental engineering specialist, Nathaniel focuses on using green infrastructure and Low Impact Development principles to meet performance targets, mitigate costs, facilitate future maintenance, and protect or enhance the environment. His cross-training and collaboration with urban designers and landscape architects enables him to develop projects that are both functional and experiential. Nathaniel's technical communication and writing skills yield plans and documents that are succinct, well-organized, and easily readable by clients and laypersons alike. Registered in five states, he strives to develop project solutions that are context sensitive to meet not just engineering standards, but also the multifunctional needs and expectations of each community.

SELECTED PROJECT EXPERIENCE

» Main Ave Street Scape Improvements, Durango, CO

» Beltway Trail Multimodal Improvements, Addison, TX

» Winter Park Main Street Reconstruction, Winter Park, CO

» Westminster Low Impact Development Pilot Project, Westminster, CO

» Fort Collins Low Impact Development Implementation Manual, Fort Collins, CO

» State Street Master Plan, Santa Barbara, CA

» Memorial Parkway, Northglenn, CO

» Yellow Brick Road Green Infrastructure, Richmond, CA

» 21st Street, Paso Robles, CA

» Three Creeks Trail SWPPP, San José, CA

» Covina Town Center Specific Plan Infrastructure Planning, Covina, CA

» Downtown Specific Plan, Covina, CA

» Sunnydale Redevelopment Infrastructure Planning, San Francisco, CA

» Green Infrastructure and Parks Master Plan (Implementation of Cudahy General Plan Update), Cudahy, CA

» National Western Center Campus Placemaking Study, Denver, CO

» Lutheran Legacy Campus Master Plan, Wheat Ridge, CO

» San Antonio Tomorrow Comprehensive Plan and Sub-Area Plans, San Antonio, TX



Esmeralda García

ENGAGEMENT SPECIALIST

Esmeralda García is a community planning and public outreach expert whose projects often tackle complex social and economic issues associated with public services and infrastructure, transportation, housing, and urban planning and design. Through her early volunteer work, she was exposed to community organizing and governance, which sparked her passion for collaborative engagement and inclusive decision-making. Esmeralda is widely recognized for her ability to reach and connect with communities of diverse backgrounds and cultures—many of whom are under-served and often go unheard. She combines her extensive experience in facilitation and strategic planning with her broad knowledge of planning and communications to bring people together to identify and resolve problems. With her fluency in Spanish and English, Esmeralda is uniquely positioned to articulate challenges, opportunities, and goals for both clients and constituents. Whether it's a freeway corridor impacting tens of thousands of residents and businesses or a neighborhood park serving a hundred families, she is dedicated to forging understanding and cooperation to find implementable solutions that improve the lives of everyone.

EDUCATION

» BA, Art History, California State University, Los Angeles

CERTIFICATIONS

» Equitable Community Change, Cornell University

AFFILIATIONS

» American Planning Association (APA)

AWARDS

» Large Jurisdiction Implementation Award: Los Angeles Vision Zero Action Plan, California Chapter, APA, 2018

» Promotion of Good Environmental Stewardship Award: Commerce Green Zones Action Plan, South Coast Air Quality Management District, 2016

SELECTED PROJECT EXPERIENCE

» Harbors, Beaches, and Parks Strategic Plan, Orange County, CA

» LA County Parks Rural and Regional Needs Assessment, Los Angeles County, CA

» Los Angeles County Department of Parks and Recreation Parks Needs Assessment Plus (PNA+), Los Angeles, CA

» Los Angeles County and City Urban Forest Management Plans Engagement, Los Angeles, CA

» Broadway-Manchester Complete Streets, Los Angeles, CA

» CD7 Visioning Facilitation, Los Angeles, CA

» Parks & Recreation Facilities Master Plan, Westminster, CA

» Parks and Recreation Master Plan, Apple Valley, CA

» Parks and Recreation Master Plan, Kern County, CA

» Parks and Recreation Master Plan, South Gate, CA

» Parks, Open Space, and Trails Master Plan, Santa Ana, CA

» Parks Master Plan, Irvine, CA

» Parks, Recreation, and Arts Master Plan, Lancaster, CA

» Comprehensive Parks Master Plan, Baldwin Park, CA

» Urban Greening Parks and Open Space Plan, Wasco, CA

» Open Space and Conservation Outreach, Pasadena, CA

» City of Riverside Vision and General Plan Update, Riverside, CA

Dr. Siva Sivathasan, PHD, PE, GE

PRINCIPAL ENGINEER | CONVERSE

Dr. Siva Sivathasan is a registered civil and geotechnical engineer in California, with 31 years of geotechnical and construction experience. He is skilled at analyzing complex geotechnical problems and preparing comprehensive reports with detailed recommendations. He has extensive knowledge of construction projects from managing geotechnical observation and testing, special inspection and material testing, and Caltrans source inspection services. Dr. Sivathasan provides source inspection for major transportation projects in Southern California and is a subject matter expert for the California Board of Professional Engineers, Land Surveyors, and Geologists for geotechnical engineering exam development.

EDUCATION

- PhD, Civil Engineering, University of California, Davis
- MS, Civil Engineering, University of California, Davis
- BS, Civil Engineering, University of Peradeniya, Sri Lanka

REGISTRATIONS

- Civil Engineer: CA #63185
- Geotechnical Engineer: CA #2708
- Diplomate in Geotechnical Engineering #1169
- CFR 1910.120 OSHA 8-Hour Refresher Training
- CFR 1910.120 OSHA 40-Hour Training
- Nuclear Soil Density Gauge Certification

SELECTED PROJECT EXPERIENCE

- East Wilmington Greenbelt Community Center Sites 1 and 2, Los Angeles, CA
- Del Amo Neighborhood Park Project, Torrance, CA
- Marshall Community Park Project, San Gabriel, CA
- Improvement to Robinson Park, Pasadena, CA
- Veterans Park, Pomona, CA

Chris Baker

PROJECT GEOLOGIST | CONVERSE

Chris Baker has nine years of experience providing geotechnical services. He performs field investigations and explorations for the purpose of developing soil characterization for future construction projects and investigations for fault rupture hazards, slope stability analysis, and general geotechnical engineering. Additionally, he develops project proposals and budgets for contracting, as well as following the approved contract budgets through the investigations.

EDUCATION

- BS, Geology, California State University, Bakersfield

REGISTRATIONS

- Professional Geologist: CA #10200

SELECTED PROJECT EXPERIENCE

- Stantec/County of Los Angeles Department of Public Works, Stormwater Capture Parks Program, Various Locations, Los Angeles County, CA
- MIG/City of Carlsbad Pickleball Courts, Carlsbad, CA
- Intake/Diversion Design (Area 2) Project, Arroyo Seco Canyon, Pasadena, CA
- Walsh Construction Company II, LLC - Las Virgenes – Triunfo JPA, Pure Water Project, Agoura Hills, CA
- Geotechnical Desktop Study Report for Geologic Hazard Assessment and Geotechnical Investigation, Santa Clarita, CA
- Newhall Zone 1 – 3 MG Prestressed Concrete Tank Project, Santa Clarita, CA
- Faircourt Lane Improvement Project Pavement Study Letter Report, Glendale, CA
- Princessa Crossroads Development Project Geotechnical Peer Review, Santa Clarita, CA
- Additional Valley Outfall Relief Sewer (AVORS) and East Valley Interceptor Sewer (EVIS) Gates Replacement, Van Nuys, CA
- Advanced Water Purification Facility Progressive Design-Build Procurement, Agoura Hills, CA

Shawn Lothrop, PE, SE

PRINCIPAL STRUCTURAL ENGINEER | ISE

As CEO, Co-Owner, Principal, and Structural Engineer of Record on many ISE projects, Shawn plays a central leading role in maintaining the firm's reputation as a trusted industry partner. He brings over 20 years of structural design experience across a wide range of material types, including sustainable and LEED-rated systems. Shawn is particularly skilled in practical value engineering and proactively identifying potential construction conflicts during design, helping provide clients with clarify and confidence throughout a project's lifecycle. His broad experience includes educational and civic buildings, hospitality projects, parking structures, multifamily developments, and foundation and building retrofits. His leadership and depth of experience allow him to guide projects strategically while providing technical excellence and responsiveness at every stage.

EDUCATION

- BS, Civil Engineering with Structural Emphasis, California State University, Long Beach

REGISTRATIONS

- Licensed Professional Structural Engineer: CA #S5627
- Licensed Professional Civil Engineer: CA #C66069

SELECTED PROJECT EXPERIENCE

- Desert Hot Springs City Hall and Council Chambers Structural PIC, Desert Hot Springs, CA
- Apple Valley Public Works Facility Structural PIC, Apple Valley, CA
- City of Riverside - Hunt Park Community Center Structural PIC, Riverside, CA
- City of Redlands Data Center Structural PIC, Redlands, CA
- Pullman Lofts Structural PIC, Santa Rosa, CA
- The Grove Senior Housing Structural PIC, Vista, CA
- Fire Station No. 1, San Jacinto, CA
- Mead Valley Community Center and Park, Perris, CA
- Sommers Bend Sports Park, Temecula, CA

Shane Lothrop

SUSTAINABLE DESIGN LEAD | ISE

As COO, Co-Owner, and Project Manager at ISE, Shane has been instrumental in establishing and advancing the firms internal design and engineering standards. He has extensive experience designing with a wide range of material types, including sustainable and LEED-rated systems, and is widely regarded for his expertise in the thoughtful integration of sustainable building materials and construction methods. Shane has collaborated with many leading architects and builders, prioritizing coordination, constructability, and client satisfaction. Known for his straightforward, no-nonsense style, he has a talent for translating complex structural concepts into clear, actionable guidance for clients and project partners. With more than 19 years of modular design experience, Shane has helped expand ISE's modular portfolio to include educational, multifamily, and hospitality projects. He also engineered the highest LEED Platinum rated residential structure in California.

EDUCATION

- BS, Civil Engineering with Structural Emphasis, California State University, Long Beach

SELECTED PROJECT EXPERIENCE

- Temecula Health Care Center, Temecula, CA
- Martis Camp, Truckee, CA
- Ocean Hills Phase I and II, Oceanside, CA
- Lakeside Behavorial Health, Lakeside, CA
- Alante Residential, Rancho Bernardo, CA
- Palmdale Assisted Living, Palmdale, CA

Sandy Fong, PE,

PROJECT MANAGER | ISE

Sandy Fong specializes in commercial new ground up buildings and tenant improvement remodels and retrofits. He also has significant experience in design of non-building structures and MEP equipment anchorage. Sandy's experience and knowledge of engineering is beneficial to the wide range of types of projects. Clients and team members appreciate Sandy's insight but perhaps even more important, his responsive and professional approach to his job. Sandy has 10 years of structural engineering experience and continues to expand his knowledge and experience every year.

EDUCATION

» BS and MS, Structural Engineering, University of California, San Diego

REGISTRATIONS

» Licensed Professional Civil Engineer: CA #C83965

SELECTED PROJECT EXPERIENCE

» Oceanside Fire Station No. 8, Oceanside, CA
» Saint Monica Coptic Orthodox Church, Costa Mesa, CA
» Ontario Great Park, Ontario, CA
» Pullman Lofts A&B, Santa Rosa, CA
» UCLA Medical Center Restorative Care Village, Los Angeles, CA
» PG&E Fleet Maintenance Building Renovation, Corona, CA
» Falkner Winery, Temecula, CA
» San Bernardino County Fire Station 226, San Bernardino, CA
» Desert Hot Springs Public Safety Campus, Desert Hot Springs, CA
» Downtown Market Place, Murrieta, CA

Greg DeLeon, PE,

PROJECT MANAGER | ISE

Greg has been with ISE Structural Engineers since 2016 and brings nearly a decade of experience delivering thoughtful, technically sound solutions across a wide range of project types. Over the course of his tenure, he has played a key role in the analysis and design of numerous successful projects, including modular and site-built residential developments, park renovation projects, tenant improvements, healthcare facilities, and educational buildings. Recently promoted to project manager, Greg leads projects with a disciplined and methodical approach. Drawing on his military background, he brings strong organization, accountability, and strategic thinking to his work. His structured communication style and attention to detail allow him to proactively identify issues, maintain clear coordination among stakeholders, and deliver consistent service from project inception through completion.

EDUCATION

» BS, Civil Engineering, California State University, Fullerton

REGISTRATIONS

» Licensed Professional Civil Engineer: CA #C97403

SELECTED PROJECT EXPERIENCE

» Hodgson Hosterman Residence, Crested Butte, CO
» Harrison Ave Residence, Redwood City, CA
» Martis Camp Residence, Truckee, CA
» Olive Park Apartments, Oceanside, CA
» Alante Residential, Rancho Bernardo, CA
» Palmdale Assisted Living, Palmdale, CA

Ken Perez, Sr.

SENIOR ENGINEER | VCL

VCL's President Ken Perez Sr. has been in the electrical field for more than 40 years with experience in both construction and electrical engineering design. For the last 20 years, he has been working on the engineering side of the industry with an emphasis in lighting design. His actual field experience has given him a tremendous edge over his competition in that he knows firsthand how an electrical system is installed, which he is then able to more clearly translate to the design documents. This approach has enabled him to keep costly change orders down to a minimum for his client's benefit. He has continued his knowledge in lighting fundamentals and electrical engineering by staying active with ongoing classes in his field of expertise. These classes include Lighting Fundamentals through the IESNA and State-sponsored classes for Energy Conservation Measures. Ken serves as Vice President of the IES in San Diego.

TRAINING/CERTIFICATIONS

- Lighting applications certification (AGI-32), Lighting Analyst
- Lighting Fundamentals certification, Illumination Engineering Society of North America
- UCSD-1998, HVAC, DDC Controls Certification
- Mesa College-1978, National Electrical Code
- Ongoing classes in lighting fundamental, applications, Title-24 and UBC, NEC, and CEC

PROFESSIONAL AFFILIATIONS

- IES-Illumination Engineering Society – Past Vice President for over 5 years

SELECTED PROJECT EXPERIENCE

- Hollandia Park, San Macros, CA
- Sunset Park, San Marcos, CA
- SDSU Mission Valley River Park, San Diego, CA
- Montage Park – Chula Vista, CA
- Clay Neighborhood Park, San Diego, CA
- Sunset Park, San Marcos, CA
- Skyline Hills Community Park, San Diego, CA

Kenny Perez, Jr.

SENIOR PROJECT MANAGER | VCL

Kenny Perez Jr. boasts 18 years of expertise in designing and managing diverse projects. His commitment to staying current with sustainable lighting technology is evident in authored ordinances for Rancho Sante Fe Association and Roripaugh Ranch in Temecula, CA. As VCL's Title-24 expert, he remains at the forefront of outdoor lighting measures, actively engaging with industry trends through the Illumination Engineering Society of North America.

TRAINING/CERTIFICATIONS

- Lighting applications certification (AGI-32), Lighting Analyst
- Lighting Fundamentals certification, Illumination Engineering Society of North America
- AutoCad Certification. Virtual Design & Construction Institute
- Project Management, UC San Diego
- Ongoing classes in lighting fundamental, applications, Title-24 and UBC, NEC, and CEC
- CALCTP Certified Employer

PROFESSIONAL AFFILIATIONS

- IESNA-Illuminating Engineering Society of North America
- BIA – San Diego/Southern California

SELECTED PROJECT EXPERIENCE

- Sommers Bend Sports Park, Temecula, CA
- 41st Park, San Diego, CA
- Citrus Trails Community Park, Loma Linda, CA
- Fosia Park, Carson, CA
- Harvest Park, Valley Center, CA
- 36601 Summer Dain Lane Park, Wildomar, CA
- Alley Grove Promenade Park, Tustin, CA



Project Understanding and Approach

PROJECT UNDERSTANDING

The City of Cypress is undertaking the replacement and modernization of aging playground facilities at Veterans Park and Maple Grove North Park as part of its Fiscal Year 2026–27 Capital Improvement Program. The project presents an opportunity to create two engaging, inclusive, and contemporary play environments that provide safe and accessible recreational experiences for children of varying ages and abilities while enhancing overall park usability and community enjoyment.

The City has indicated that the new playground environments should incorporate modern, ADA-accessible play equipment, replacement of existing rubberized surfacing, integrated shade sails or standalone shade structures, and supporting amenities such as benches, trash receptacles, and improved seating and gathering opportunities. The design process will also evaluate opportunities for incidental site enhancements, including pathway connections, landscape restoration, and other site improvements that complement the new playground environments.

MIG understands that community engagement is central to the success of this project. The City requires one in-person community workshop for each park, stakeholder presentations to the Recreation and Community Services Commission and City Council, and online engagement opportunities that allow residents and park users to meaningfully influence the final design direction. The community process will ultimately guide the development of a preferred playground concept for each park that balances community priorities, operational considerations, budget parameters, and long-term maintainability.

MIG also understands several important project considerations identified through the City's addenda and responses to questions. No topographic survey or geotechnical report currently exists for either park and will need to be developed as part of the project. ADA verification will be conducted during the concept phase to identify accessibility opportunities and constraints within the playground areas; however, park-wide ADA improvements are not included within the anticipated scope. Additionally, minor ponding has been identified on the south side of the Veterans Park playground area and should be evaluated during site analysis and incorporated into the design approach as appropriate. Site-specific structural calculations will also be required for the final selected playground configurations in compliance with

current California Building Code requirements and ASTM playground safety standards.

Recognizing the City's desire to implement the project on an expedited schedule, MIG understands that conceptual design and community engagement efforts should proceed efficiently, allowing Veterans Park to advance into construction in early 2027 while simultaneously preparing a complete and implementation-ready construction package for Maple Grove North Park for future funding and construction.

PROJECT APPROACH

The project includes community outreach, conceptual design, final construction documents, cost estimating, and bidding support services for the replacement of existing playground equipment and surfacing at Veterans Park and Maple Grove North Park. The improvements will include demolition and removal of existing playground equipment and surfacing; new inclusive and ADA-accessible play equipment; replacement of rubberized surfacing; integrated shade structures or shade sails; benches, trash receptacles, and other site furnishings; accessible routes and connections within the playground areas; and selective landscape restoration and incidental site improvements that support the overall playground experience. Each park will receive its own independent construction document package, technical specifications, and engineer's estimate of probable construction cost.

MIG will utilize its in-house Play Studio to develop innovative and memorable playground environments that move beyond standard, catalog-driven layouts. Through a collaborative and community-based design process, the team will develop three conceptual playground alternatives for each park that respond to site opportunities, community preferences, age-specific play needs, inclusive play opportunities, and long-term operational considerations. Concepts will be refined into a preferred plan for each park and presented to City staff, the Recreation and Community Services Commission, and City Council for review and direction.



The City has indicated that no topographic survey currently exists for either park. MIG will conduct field verification and site reconnaissance to document existing conditions and evaluate accessibility, drainage, and site constraints. Should additional survey information be determined necessary to support final design and construction documentation, MIG can coordinate supplemental surveying services in consultation with the City.

The City has also indicated that no geotechnical report currently exists for either park. MIG will evaluate existing site conditions during field investigations and identify any geotechnical considerations that may affect the design. Should geotechnical investigations or subsurface testing be deemed beneficial to support final design recommendations and construction documentation, these services can be provided as an optional additional service.

Site-specific structural calculations for the final selected playground configurations and shade shelters will also be coordinated and incorporated into the final design package in accordance with California Building Code requirements and ASTM standards.

MIG will prepare separate construction-ready plan packages for Veterans Park and Maple Grove North Park, including demolition plans, layout plans, grading and drainage plans as necessary, playground details, specifications, and cost estimates that reflect current market conditions, anticipated escalation, and procurement opportunities. The team will also prepare high-quality color renderings of the final playground layouts for each park to support stakeholder presentations and community communication efforts.

Throughout the project, MIG will maintain close coordination with the City's Public Works and Recreation and Community Services staff and employ a proactive quality control process focused on schedule management, budget alignment, constructability, and implementation readiness. Our approach is specifically tailored to help the City of Cypress efficiently deliver two distinctive, inclusive, and highly functional playground environments that serve the community for many years to come.









PROJECT TEAM

MIG's project team will be led by **Oscar Johnson, PLA,** serving as **Principal-in-Charge**, providing overall project leadership, quality control, and executive oversight. **Holly De La Torre** will serve as **Project Manager**, responsible for day-to-day coordination, client communication, schedule and budget management, and delivery of project milestones as well as technical production, consultant coordination, and internal quality control.

MIG's **in-house Play Studio** will support the project team by leading concept development and detailed design of the play environments, and MIG's **civil engineers** will support grading, drainage coordination, and water quality documentation.

Subconsultants, include **ISE Structural Engineers**, who will support structural design and calcs for play equipment footings; **VCL Electrical Engineers** to support a shade structure lighting option; and **Converse Consultants** to support a geotechnical investigation option.

SCOPE OF WORK

PHASE 1: PROJECT INITIATION, COMMUNITY OUTREACH, AND CONCEPTUAL DESIGN

The goal of this phase is to gather information necessary to initiate design, engage the community and stakeholders, and develop approved conceptual playground improvements for Veterans Park and Maple Grove North Park. Upon receipt of written Notice to Proceed (NTP), MIG shall perform the following tasks:

1.1 Project Kick-off Meeting

MIG will conduct a project kick-off meeting with City staff to confirm project goals, schedule, communication protocols, project priorities, anticipated implementation sequencing, and review available background information and as-built documentation. Two (2) MIG staff members will attend.

MIG will prepare meeting agendas in advance and provide meeting summary notes within five (5) business days.

1.2 Site Visits and Existing Conditions Assessment

MIG will conduct site visits and field reconnaissance at Veterans Park and Maple Grove North Park to document existing conditions, opportunities, and constraints, including:

- Existing playground conditions and surfacing
- Access and circulation patterns
- Existing park amenities and furnishings
- Shade opportunities and existing trees
- General grading and drainage conditions
- Existing utilities and infrastructure
- Relationships to surrounding park uses
- Constructability and phasing considerations
- Accessibility opportunities and constraints within the playground areas

1.3 Community Outreach Program

MIG will develop and implement a comprehensive community engagement program that includes:

- One (1) in-person community workshop for Veterans Park
- One (1) in-person community workshop for Maple Grove North Park
- Online community survey and engagement tools



- Meeting materials and presentation graphics
- Compilation and analysis of community input

MIG will coordinate closely with City staff regarding meeting logistics, outreach materials, and public engagement strategies.

1.4 Preliminary Concept Design Alternatives

MIG and its Play Studio will develop three (3) conceptual playground alternatives for each park based on community input, City direction, and site conditions.

The conceptual alternatives will illustrate:

- Age-appropriate play zones
- Inclusive and ADA-accessible play opportunities
- Manufactured and custom play elements
- Replacement rubberized surfacing
- Integrated shade sails and/or standalone shade structures
- Benches, trash receptacles, and site furnishings
- Accessible routes and pathway connections within the playground areas
- Landscape restoration opportunities
- Incidental site enhancements

Plans will be labeled and formatted for presentation and review.

1.5 Concept Presentations and Preferred Plan Selection

MIG will present conceptual alternatives to:

- City staff
- Recreation and Community Services Commission
- City Council

Based on feedback received, MIG will refine the preferred concept for each park into one (1) final conceptual plan.

1.6 Color Renderings

MIG will prepare two (2) color renderings for each playground to illustrate the final proposed design from multiple perspectives and support stakeholder presentations and public communication.

1.7 Preliminary Estimate of Probable Construction Costs

MIG will prepare preliminary estimates of probable construction cost for the preferred concepts, reflecting:

- Current market conditions
- Construction escalation
- Procurement considerations
- Opportunities for owner-furnished/contractor-installed (OFCI) equipment and cooperative purchasing programs, if applicable

1.8 Design Schedule Management

MIG will develop and maintain a project schedule throughout conceptual design, coordinating milestones with City staff and accommodating the City's desired expedited implementation schedule.

1.9 Research and Code Review

MIG will review applicable:

- California Building Code requirements
- ASTM playground standards
- ADA accessibility requirements
- Playground safety criteria
- City standards and requirements

MIG will also identify any supplemental investigations or studies that may benefit the project.

1.10 Project Management

MIG will provide overall project management and coordination throughout the Project Initiation, Community Outreach, and Conceptual Design phase. Services will include project administration, schedule management, coordination with City staff, internal team coordination, monitoring of project budget and deliverables, and ongoing communication regarding project progress and decisions. MIG will maintain an updated project schedule and facilitate timely completion of community engagement activities and conceptual design milestones.



Deliverables – Phase 1

- Existing conditions assessment memorandum
- Two (2) in-person community workshops
- Online survey and summary findings
- Three (3) conceptual playground alternatives for each park
- One (1) preferred concept plan for each park
- Two (2) color renderings per park
- Preliminary cost estimates
- Updated project schedule
- Community outreach summary

Meetings – Phase 1

- One (1) project kick-off meeting
- Two (2) community workshops
- One (1) Recreation and Community Services Commission presentation
- One (1) City Council presentation
- Up to four (4) project coordination meetings

PHASE 2: FINAL DESIGN AND CONSTRUCTION DOCUMENTS

The goal of this phase is to prepare separate, coordinated construction documents for Veterans Park and Maple Grove North Park suitable for bidding and construction.

Consistent with the City's preferred process, MIG anticipates preparing:

- 90% Construction Documents
- 100% PS&E Documents

2.1 Construction Documents

MIG will prepare separate construction document packages for each park.





2.2 Drawing Package (sheet size will be 24" x 36" unless otherwise requested)

The anticipated drawing packages may include:

a. Title Sheet

b. Existing Conditions and Demolition Plan

c. Site Layout and Dimension Plan

d. Playground Equipment Layout Plan

e. Accessible Route and Circulation Plan

f. Grading and Drainage Plan (as necessary)

g. Site Furnishings and Shade Structure Plan

h. Landscape Restoration Plan (as necessary)

i. Construction Details and Notes

The extent of grading and drainage documentation will be limited to improvements necessary to support the playground replacements and address localized drainage concerns. Should additional grading and drainage be deemed beneficial to support final construction documentation, these services can be provided as an optional additional service.

2.3 Technical Specifications

MIG will prepare technical specifications coordinated with:

- City of Cypress Standards
- Standard Specifications for Public Works Construction ("Greenbook")
- California Building Code
- Applicable playground safety standards

2.4 Structural Coordination

MIG will coordinate site-specific structural calculations required for the final playground configurations in accordance with City requirements and California Building Code standards.

2.5 Engineer's Estimate of Probable Construction Costs

MIG will prepare cost estimates at each formal submittal stage.

2.6 Quality Control

MIG will conduct internal quality reviews prior to each submittal and provide documentation of QA/QC procedures.

2.7 Progress Submittals and Review Meetings

MIG will prepare submittals and conduct review meetings with City staff.

MIG will incorporate review comments and finalize construction documents in accordance with agreed-upon schedules.

2.8 Final Construction Documents

MIG will provide final digital files and PDF construction documents for each park.



2.9 Project Management

MIG will provide project management services throughout the Final Design and Construction Documents phase, including management of the multidisciplinary design team, coordination with City staff, schedule maintenance, quality assurance oversight, and monitoring of project budget and deliverables. MIG will oversee preparation of separate construction document packages for Veterans Park and Maple Grove North Park and facilitate efficient review and resolution of City comments.

Deliverables – Phase 2

For each park:

- 90% PS&E package
- 90% cost estimate
- 100% bid-ready PS&E package
- Final engineer's estimate
- Technical specifications
- QA/QC documentation
- Final PDF and CAD files

Meetings – Phase 2

- One (1) 90% review meeting
- One (1) 100% review meeting
- Up to four (4) project coordination meetings

OPTIONAL SERVICES

1. Bidding Assistance
   - Pre-bid meeting
   - Responses to bidder questions and RFIs
   - Addenda preparation support
2. Construction Support Services
   - Construction kick-off meeting
   - Submittal and shop drawing reviews
   - Construction RFIs
   - Periodic site observations and progress meetings
   - Record drawing preparation
3. Geotechnical Survey
4. Electrical Design for Playground or Shade Structure Lighting
5. Topographic Survey
6. Full Civil Scope of Services for each Park beyond footprint of Playground

PROJECT ASSUMPTIONS AND EXCLUSIONS

1. Separate construction document packages will be prepared for Veterans Park and Maple Grove North Park.

2. No electronic topographic survey or geotechnical report is currently available and neither service is assumed within the base scope.

3. ADA verification of the playground areas is included; however, the redesign of park-wide ADA improvements outside the playground areas is excluded.

4. Existing utility information will be provided by the City and/or utility providers. Utility potholing and subsurface utility investigations are excluded.

5. Site-specific structural calculations required for final playground configurations are assumed to be provided by the playground manufacturer. Independent structural engineering services, if required, are an optional service.

6. Permit, plan check, agency review, and application fees are excluded.

7. Bidding and Construction Support services are excluded and may be provided as an optional service.

8. Any improvements beyond the playground replacement areas, including broader park improvements, parking lot modifications, or off-site improvements, are excluded unless specifically authorized by the City.

9. Additional investigations identified during design, including geotechnical studies, supplemental drainage analyses, or survey services, may be authorized by the City as optional additional services.

10. Estimates will reflect current market costs and consider market trends, cost projections, and materials escalation costs to mid-point of construction. An analysis will be provided to assess whether the City can realize cost savings by procuring items to be owner furnished-contract installed (OFCI) and whether these items can be procured through cooperative agreements (Sourcewell, BuyBoard, etc.).

11. Reproduction for submittal and bid sets will be provided by City.

12. Construction documents will be prepared for lump sum bid contract. Technical specifications prepared in CSI format. Specifications will be coordinated with

City of Cypress Brown Book specifications, Standard Specifications for Public Works Construction “Greenbook,” CA Building Code, and other applicable standards.

13. Division 00 and 01 specifications will be prepared by City. Project Manual prepared by City.

14. Street/Right-of-way improvement plans are not anticipated and therefore are not included in this proposal.

15. Value Engineering services are not included, but can be provided as an additional service.

16. Construction planning and schedule is not included, but can be provided as an additional service.

17. Anticipated area of project disturbance is assumed to be less than 1 acre, therefore development of Stormwater Pollution Prevention Plan (SWPPP) is not included.

18. Utility design services (water, sewer, lighting, etc.) are not included in this proposal, but can be provided as an additional service.

19. Base scope assumes stormwater management to be achieved by maintaining existing flow patterns without formal stormwater/drainage improvements. For stormwater/drainage improvement scope see optional tasks.

20. Grading and pathway accessibility improvements are assumed to be feasibly achieved without the need for retaining walls, stairs or handrails. Design of these elements can be provided as an additional service.

21. Pavement marking and signage plans are not included but can be provided as an additional service.

Modifications to the Standard City Contract Services Agreement

MIG has reviewed the Standard City Contract Services Agreement and requests as the modification that the Civil Code 2782.8 be added. Outside of this request, we have no other changes at this time.



Project Schedule

Meeting
Work period
Review period
Deliverable

		2026																									
		July				August				September				October				November				December			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Phase 1: Project Initiation, Community Outreach and Conceptual Design																											
1.1	Project Kick-off Meeting																										
1.2	Site Visits and Existing Conditions Assessment (2 park sites)																										
1.3	Community Outreach Program (2 workshops, 1 online survey)																										
1.4	Preliminary Concept Design Alternatives																										
1.5	Concept Presentations and Preferred Plan Selection																										
1.6	Color Renderings																										
1.7	Preliminary Estimate of Probable Construction Costs																										
1.8	Design Schedule Management																										
1.9	Research and Code Review																										
1.10	Project Management																										
Phase 2: Final Design and Construction Documents for each Park																											
2.1	Construction Documents																										
2.2	Drawing Package																										
2.3	Technical Specifications																										
2.4	Structural Coordination																										
2.5	Engineer's Estimate of Probable Construction Costs																										
2.6	Quality Control																										
2.7	Progress Submittals and Review Meetings																										
2.8	Final Construction Documents																										
2.9	Project Management																										


CITY OF CYPRESS, CALIFORNIA
PROGRESS
MIG

STATEMENT OF QUALIFICATIONS FOR:

COMMUNITY OUTREACH AND DESIGN FOR THE PLAYGROUND EQUIPMENT REPLACEMENT AT VETERANS PARK AND MAPLE GROVE NORTH PARK





JUNE 19, 2026

SUBMITTED BY:

RHA COMMUNITY WORKS

LANDSCAPE ARCHITECTURE & PARK PLANNING

7111 INDIANA AVENUE, SUITE 300
RIVERSIDE, CA 92504

(This page intentionally left blank)

STATEMENT OF QUALIFICATIONS

FOR

COMMUNITY OUTREACH AND DESIGN FOR THE PLAYGROUND EQUIPMENT REPLACEMENT AT VETERANS PARK AND MAPLE GROVE NORTH PARK

SUBMITTED BY:
RHA COMMUNITY WORKS
7111 INDIANA AVENUE, SUITE 300
RIVERSIDE, CA 92504

June 19, 2026

SUBMITTED TO:
CITY OF CYPRESS

(This page intentionally left blank)

June 19, 2026

City of Cypress
Public Works Engineering Department
Attn: Tony An, P.E., Assistant City Engineer
5275 Orange Ave
Cypress, California 90630

RE: Statement of Qualifications for Community Outreach and Design for the Playground Equipment Replacement at Veterans Park and Maple Grove North Park

Dear Mr. An and Members of the Consultant Selection Evaluation Panel:

RHA Community Works (RHA+CW) is pleased to submit our qualifications to provide comprehensive community outreach and professional design services for the Playground Equipment Replacement at Veterans Park and Maple Grove North Park. As the City of Cypress prepares to deliver vibrant, modern play experiences for local families, we offer a partnership grounded in trusted municipal experience, a disciplined and efficient design process, and an unmatched familiarity with your local standards.

As a full-service firm specializing in the design, plan review, and accessibility auditing of public parks across Southern California, we bring rare local technical readiness to this contract. We are positioned to hit the ground running because we already serve as a trusted consultant within your park system, our team delivered the Lexington Park project, designed the Oak Knoll Park restroom and concession facilities, and is now applying the final bid touches to the Veterans Park Sports Court Improvements. This active footprint gives our landscape architects a real-time, on-the-ground understanding of your field conditions and operational expectations that no other firm can match.

Our approach to both playground sites centers on the following core strengths:

- ***Embedded CASp & Safety Expertise:***
  Playground design demands a meticulous command of universal accessibility and play safety. Our leadership team includes in-house Certified Access Specialists (CASp) and a Certified Playground Safety Inspector (CPSI), led by Managing Partner Scott Rice, one of only four licensed landscape architects in California to hold a CASp credential. We design for inclusion from day one, minimizing regulatory revisions and keeping your 90% plan check on track.

- ***Proven Cypress & Regional Technical Precision:***
  We design to your standards. Our technical specifications are coordinated seamlessly with the City of Cypress "Brown Book," the Standard Specifications for Public Works Construction ("Greenbook"), and California Building Code (Title 24) requirements. We have proactively included additional structural engineering service allowance for playground structural calculations and third-party footing verifications, as well.

- ***High-Yield Public Engagement:***
  Using our interactive multi-lingual outreach model, we facilitate tailored in-person community workshops and a 30-day online survey that capture clear, actionable data. Our senior outreach leadership has run successful, custom-tailored, campaigns for cities across the region, turning community input into constructible, inclusive, and widely loved park spaces.

We also recognize the City's intent to stretch its fiscal resources through creative procurement. Our team will deliver a robust Owner Furnished–Contractor Installed (OFCI) cost-savings analysis, evaluating cooperative purchasing vehicles such as Sourcewell and BuyBoard to maximize the value of every budget dollar. Our team features several previous public-sector employees, who truly understand the importance of stewardship, transparency, and accountability to the communities we serve.

We look forward to expanding our collaborative working relationship with the City of Cypress to deliver independent, bid-ready PS&E packages for Veterans Park and Maple Grove North Park. We confirm we are in receipt of the Q&A's issued on 6/10/2026 and 6/16/2026 as well as Addenda for Extension of Time on 6/16/2026.

Thank you for your continued consideration. Please direct questions to Scott Rice, Managing Partner, at scott@rhacw.com or (951) 369-0700.

Respectfully submitted,

RHA Community Works
A Strategic Merger of RHA Landscape Architects + Planners and Community Works Design Group

Doug Grove ASLA, PLA, LEED AP
Managing Partner/Authorized Signer
Landscape Architect CA #2799
doug@rhacw.com
Phone: 951-781-1930 x 121

Scott Rice ASLA, PLA, LEED AP, CASp
Managing Partner/Authorized Signer
Landscape Architect CA #5111 / NY #2645
Certified Access Specialist CASp-709
scott@rhacw.com
Phone: 951-369-0700

(This page intentionally left blank)

FIRM ORGANIZATION, CREDENTIALS, BACKGROUND

COMMUNITY WORKS DESIGN GROUP - LLC (CWDG)
Doing business as: RHA Community Works (RHA+CW)
Landscape Architecture - Planning
7111 Indiana Avenue, Suite 300
Riverside, California 92504
(951) 369-0700
Federal I.D. 82-1854334 / Registered Small Business # 1769579
California Department of Industrial Relations #: PW-LR-1000707823

SENIOR PRINCIPALS: Doug Grove ASLA, PLA, LEED AP- Managing Partner/ Authorized Signer
Scott Rice ASLA, PLA, LEED AP, CASp - Managing Partner/ Authorized Signer

MAIN CONTACT: Scott Rice, LLA #5111 (Licensed 20+ years since 2005; expiration date: 12/31/26)
scott@rhacw.com| (951) 369-0700 office / (909) 754-1257 cell

RHA Community Works is a landscape architecture and planning firm based in Riverside, California, with deep, multi-generational roots in the Southern California region. The firm was formed through the shared vision and meticulous craftsmanship of its founders and Managing Partners: Doug Grove, President of RHA Landscape Architects + Planners, and Scott Rice, President of Community Works Design Group. Each founder brings decades of proven leadership and industry experience. Prior to uniting their firms, both Doug and Scott served as successors to the founders of their respective, highly regarded practices.

Our team includes 20 dedicated professionals, including 12 licensed landscape architects, who work collaboratively under a team-based approach directed by the firm's principals and associates. Our multidisciplinary team bridges the gap between creative vision, technical feasibility, and environmental stewardship. RHA Community Works provides a comprehensive suite of services designed to enhance public spaces while ensuring long-term sustainability:

- **Public Works Planning & Design:** Expert development of neighborhood and community parks, sports complexes, skate parks, dog parks, and vibrant streetscapes that strengthen community branding.
- **Specialized Technical Consulting:** Targeted expertise in CASp/ADA accessibility auditing, comprehensive tree inventory and management, and advanced water conservation strategies.
- **Master Planning & Visualization:** Site-specific conceptual development supported by 3D photo-realistic rendering and inclusive community outreach programs to build local consensus.
- **Construction Support:** Delivery of meticulous construction documentation, precise cost estimating, and dedicated construction administration to ensure design intent is realized. Our team includes two **licensed C-27 landscape contractors.**
- **Plan Check & Inspection Services:** A seamless, dual-layer approach ensuring every project, from initial technical review to final field installation, meets 100% regulatory compliance and the highest construction standards.
- **Regulatory Compliance & Sustainability:** Proven success assisting Southern California municipalities in navigating complex mandates, including **SB 1383 (Organic Waste and Mulching)** and **AB 1572 (Non-Functional Turf)** requirements.

FIRM ORGANIZATION, CREDENTIALS, BACKGROUND

We offer comprehensive planning and design services tailored to the unique needs of each client and project. Our scope of services includes:

Planning and Design

- Master Planning
- Preliminary Design Development
- Program Development
- Recreation Land-Use Planning
- Site Evaluation and Selection
- Site Planning
- Consensus Building
- General Consulting
- Community Outreach Campaigns
- Landscape Plan Check and Inspection Services
- Accessibility Consulting (CASp)

Construction Documentation and Support

- Working Drawings & Specifications
- Assistance During Bidding
- Construction Observation & Consulting
- Maintenance Guidelines and Observation

Integrity & Reliability

The unified firm of RHA+CW maintains an impeccable professional record. Neither RHA Landscape Architects + Planners (RHA) nor Community Works Design Group (CWDG) has:

- Any failures or refusals to complete a contract.
- Financial interests in other lines of business.
- Active or past claims for money or damages.
- History of Litigation, Adverse Judgments, or “For Cause” terminations.

Minimum Qualifications

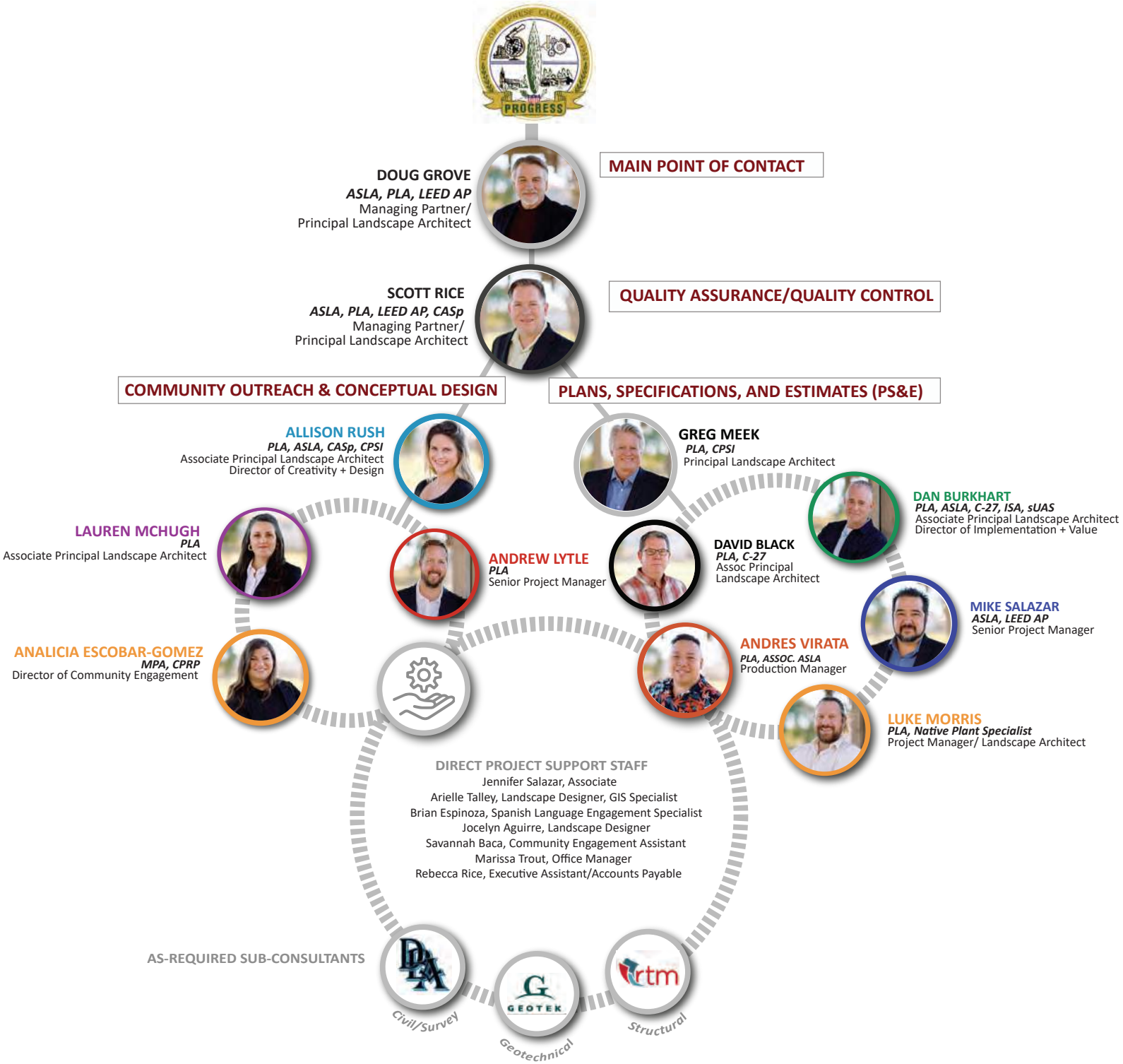
RHA+CW affirms that we meet each of the minimum qualifications established for this solicitation. We are fully able to provide the community outreach and design services described in the Scope of Work, and we have operated in the Southern California region delivering community outreach and public park design services for well over five years through our predecessor firms, RHA Landscape Architects + Planners and Community Works Design Group.

Within the last five years alone, we have completed more than thirty-five parks and recreation projects across Southern California, including Marine Park (Santa Monica), Lexington Park (Cypress), Foss Field Park (Perris), Lucinda Garcia Park (Monrovia), and Acacia Park (El Segundo), each comparable in scope and quality to the work requested here.

Neither the firm nor any of its owners or officers is in the process of, associated with, or has been convicted of any crime involving the award of a government project or the bidding or performance of a governmental contract within the last ten years. Finally, RHA+CW has not been refused renewal of any form of insurance policy within the last five years and maintains coverage that meets or exceeds the City’s requirements, including the $2,000,000 professional liability limit specified in the agreement.

FIRM ORGANIZATION, CREDENTIALS, BACKGROUND

RHA+CW confirms that key personnel identified in the Organizational Chart identified below will remain during the term of the agreement. In the event there are proposed changes during the term of the agreement we will develop a transition plan for the City's approval. We are also happy to work with other selected consultants awarded in other categories as deemed appropriate for each project.



FIRM ORGANIZATION, CREDENTIALS, BACKGROUND

YOUR COMMITTED SENIOR LEADERSHIP TEAM



Doug Grove, LLA #2799 ASLA, LEED AP
Managing Partner - Principal Landscape Architect

Doug is uniquely qualified to lead this contract as he brings a deep institutional understanding of regional park planning and community-driven design, ensuring all projects align with the City of Cypress's specific goals, community needs, and existing infrastructure. With over four decades of experience and as a former President of the California Park and Recreation Society (CPRS), Doug offers a "concept-to-completion" leadership style that ensures every on-call task, from park renovations to landscape plan checks, aligns seamlessly with the City's long-term strategic vision and municipal goals. His extensive experience navigating the regulatory landscape and coordinating with local stakeholders allows RHA Community Works to deliver highly efficient, technically sound designs that are ready for immediate implementation. Under Doug's leadership, our team is prepared to provide Cypress with the same level of rigorous oversight and design excellence that has become the hallmark of his 40-year career in Southern California municipal services.

10% of Time Available During Active Deliverables



Scott Rice, LLA #5111 ASLA, LEED AP, CASp
Managing Partner - Principal Landscape Architect

With over 25 years of experience managing public works projects, Mr. Rice provides executive oversight and high-level quality assurance for all RHA Community Works municipal projects. His certification as a **Certified Access Specialist (CASp)** is a critical asset for the City of Cypress, as the RFQ specifically requires all documents to be reviewed for ADA compliance. Mr. Rice will ensure that every design submittal meets the most stringent federal and state accessibility standards, providing the City with the technical certainty that all public spaces are inclusive and fully compliant. In addition, he serves as the City of Los Angeles' go-to CASp expert for everything from emergency site assessments to expert witness services.

10% of Time Available During Active Deliverables



Greg Meek, LLA #2484 CPSI - Principal Landscape Architect

Greg brings over 45 years of professional experience, including over a decade as a park development coordinator and senior landscape architect for major California municipalities, providing him with a sophisticated understanding of capital improvement budgeting, professional service agreements, and the internal operations of public agencies. This background is particularly valuable for the City of Cypress, where Greg will apply his expertise to provide meticulous internal landscape plan checking services. His deep familiarity with municipal codes and development standards ensures that all submittals are reviewed with technical precision, facilitating a streamlined approval process that maintains the City's high standards for public and private landscape improvements.

10% of Time Available During Active Deliverables

FIRM ORGANIZATION, CREDENTIALS, BACKGROUND

YOUR COMMITTED LANDSCAPE ARCHITECTURE SERVICES TEAM



Allison Rush, LLA #6378 CASp, CPSI - Associate Principal Landscape Architect
As a Licensed Landscape Architect and **Director Of Design + Creativity** with over 13 years of experience, Allison provides a dual layer of technical oversight as both a **Certified Access Specialist (CASp) and a Certified Playground Safety Inspector (CPSI)**. She oversees all graphics and overall cohesion for plans and graphics for the firm.
20% of Time Available for Conceptual Designs & Vendor Coordination



Dan Burkhart, LLA #6092 ASLA, ISA, sUAS - Associate Principal Landscape Architect
As the Director of Implementation and Value, Dan provides an "insider" perspective rooted in his previous service as a Senior Landscape Inspector. His diverse technical toolkit as a Licensed Landscape Architect, **ISA Certified Arborist, and FAA Licensed Drone Pilot** allows him to oversee project implementation with a unique focus on budget-conscious asset management.
15% of Time Available for Constructibility Review and Cost Estimating.



Andrew Lytle, LLA #7165 Senior Project Manager/Landscape Architect
With over a decade of experience, Andrew brings a **high level of technical proficiency in 3D visualization** and the design of complex public infrastructure, including parks, schools, and trail systems. His expertise spans the full project lifecycle, from initial conceptual rendering and budget management to the rigorous navigation of permitting and construction-phase oversight.
25% of Time Available for 3D Renderings.



Analicia Escobar-Gomez MPA, CPRP - Director of Community Engagement
Analicia provides a multifaceted perspective to the team, drawing on her diverse background as a designer and public sector planner to develop highly implementable solutions for municipal clients. **With over a decade of park planning experience**, she specializes in equity-driven, community-based design and has successfully led recent outreach campaigns for numerous California cities.
30% of Time Available for Community Outreach Campaign.



Andres Virata, LLA #7124 PLA, Assoc. ASLA - Production Manager/Landscape Architect
Andres brings over a decade of specialized experience in landscape architecture, serving as a cornerstone of the firm's technical execution and as a dedicated mentor to the design staff. **As Production Manager**, he oversees a diverse portfolio of public sector work ranging from memorials and monuments to high-use municipal assets like streetscapes and dog parks.
25% of Time Available for Construction Documents and Production Oversight.



Brian Espinoza Landscape Designer/Spanish Language Engagement Specialist
Brian is a Landscape Designer and bilingual community engagement specialist with RHA Community Works who will serve as the firm's dedicated outreach specialist for Spanish-speaking residents under this contract. By facilitating workshops, surveys, and design discussions in both English and Spanish, he ensures Cypress's diverse families can fully participate in shaping the new play areas at Veterans Park and Maple Grove North Park.
15% of Time Available for Community Outreach Campaign.

FIRM ORGANIZATION, CREDENTIALS, BACKGROUND

TEAM SUPPORT



David Black, LLA #5509 C-27 #789824 - Associate Principal Landscape Architect
David offers over 25 years of experience, **serves as the firm's Irrigation Specialist**, ensuring all projects meet high standards for water efficiency and technical reliability. His extensive background in irrigation design and construction observation ensures that all projects are both environmentally sustainable and seamlessly transitioned from design to final installation.
15% of Time Available for Irrigation Reconfigurations, if required.



Lauren McHugh, LLA #5578 - Associate Principal Landscape Architect
As a Project Manager and Associate Principal with RHA Community Works, Ms. McHugh brings over 19 years of dedicated experience to the firm, managing projects from preliminary design through construction documentation. **She has specialized in diverse assignments including streetscapes, regional park planning, master planning and more.**



Jennifer Salazar Project Manager/Associate
Serving as Project Manager and Associate for RHA Community Works, Mrs. Salazar brings over **25 years of diverse experience of neighborhood, community, regional, and specialized dog parks.** She is recognized for her ability to efficiently lead projects through every phase of development, managing everything from preliminary site-specific design and multi-agency coordination to complete construction documentation and final installation observation.



Mike Salazar, LLA #5166 - Senior Project Manager/Landscape Architect
With over 20 years of experience, Mike specializes in bridging the gap between innovative design and the technical requirements of large-scale capital improvement programs. As a **LEED Accredited Professional**, he brings a rigorous focus on sustainability and operational efficiency to the firm.



Luke Morris, LLA #7205 PLA - Project Manager/Landscape Architect
Luke is an experienced Project Manager and **certified Native Plant Specialist** who leverages his deep expertise in California flora to design sustainable, water-efficient landscapes. He specializes in navigating complex agency requirements and fuel modification standards and also serves as the firm's SB 1383 specialist.



Arielle Talley Landscape Designer/GIS Technician
Ms. Talley is a Landscape Designer with RHA Landscape Architects-Planners, Inc. Her experience spans a variety of project types, including streetscapes, pedestrian and bike trails, neighborhood parks, and large-scale regional park developments. She brings specialized expertise in **Geographic Information Systems (GIS),** needs assessments, and parks master planning, which enhance her ability to develop comprehensive and data-driven planning solutions.

FIRM ORGANIZATION: SUBCONSULTANTS

While the RHA Community Works team will perform the majority of the project scopes for the City of Cypress our team also includes the following subconsultants as required and will be happy to work with any other sub-consultants on the City of Cypress's On-Call Lists:

David Beckwith & Associates, Inc. (DBA)

David Beckwith brings a rare and highly advantageous combination of credentials as a dual-registered Professional Engineer (PE) and Professional Land Surveyor (PLS) with over 23 years of regional experience in the engineering and construction fields. As the founder and CEO of David Beckwith and Associates, Inc., David will oversee all surveying and civil engineering input required for the contract, providing the City of Cypress with seamless, data-driven site analysis and technical accuracy. His extensive Southern California portfolio spans complex public and private sector projects, where he has built a reputation for delivering precision survey data, resolving intricate stormwater management challenges, and executing technically sound civil design under tight timelines and strict environmental constraints. Fully versed in municipal development standards, David's dual-discipline expertise ensures that all boundary verification, topographic mapping, and civil engineering coordination integrate flawlessly with RHA Community Works' landscape architecture and plan-checking services, maintaining the City's high standards for public infrastructure.

Years of Collaboration: 2015 - Current (10+ Years)

RTM Engineering Consultants, Inc. brings specialized structural engineering expertise to the team, providing the precise structural calculations and construction details necessary to ensure all park amenities and infrastructure are safe, durable, and fully compliant with current California Building Codes. Their services have been included on an as-needed basis depending on the structural output capabilities of the selected play equipment manufacturer.

Years of Collaboration: 2020 - Current (5+ Years)

Our team has worked with **GeoTek** on many successful projects. They are equipped to provide as required geotechnical and soils reports as well as infiltration reports. They will prepare soils and drainage reports as required for each site for use for structural calculations for playground equipment footings and shade structures if required by manufacturer.

Years of Collaboration: 1990 - Current (35+ Years)









MARINE PARK

ALL-ACCESS PLAYGROUND
CITY OF SANTA MONICA

RHA+CW INVOLVEMENT:
Community Outreach, Conceptual Design, Photo Simulations, Construction Drawings, Construction Administration

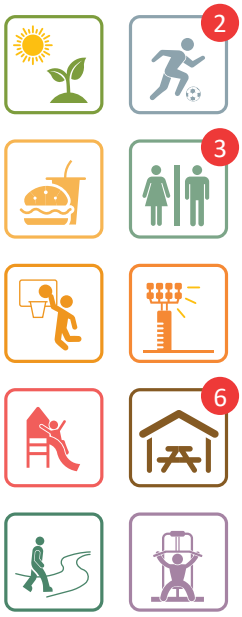
CONTACT:
Linda Cogswell
Architectural Associate
(310) 461-9053
architecture@smgov.net

RHA Landscape Architects, now doing business as RHA+CW, transformed an aging neighborhood playground into a fully inclusive, universally accessible play destination. The 20-year-old playground was removed and replaced with a barrier-free environment where children of all abilities can play side by side, with the site's existing concrete ramp repurposed for at-grade access, building accessibility into the landscape itself. Custom play equipment brings a "Marine + Santa Monica Coast" theme to life: a "lifeguard tower" structure, an "aquarium" spinner, signage referencing the Pier and Route 66, and a custom Ferris wheel climber echoing the one on the Santa Monica Pier. Separate structures serve ages 2–5 and 5–12, with rubber safety surfacing, a sand play area, shade structures, and inclusive sensory panels ensuring every child can join the fun. The $1.2 million project, opened in summer 2022, a one-of-a-kind playground experience unmistakably rooted in Santa Monica.









LEXINGTON PARK

NEW DEVELOPMENT CITY OF CYPRESS

CWDG INVOLVEMENT:
Community Outreach,
Conceptual Design,
3D Modeling,
Construction Drawings,
Construction Administration

CONTACT:
Nick Mangkalakiri, PE
Director of Public Works
nmangkal@cypressca.org

Completion:	Project Size:	Project Cost:
2022 MARCH	9 acres	$13.2 MILLION

CWDG, now doing business as RHA+CW, served as prime consultant for the design of Lexington Park which included soccer fields, a shaded plaza, pickleball courts and more. Our team was led by Scott Rice, who was directly assisted by Allison Rush, and Dan Burkhart. The CWDG team also assisted the City of Cypress with their Oak Knoll Park renovation project which included a new restroom and concession stand building, as well as addressing path of travel accessibility to the new amenities.

EXPERIENCE





LEXINGTON PARK & OAK KNOLL PARK





OAK KNOLL PARK

CYPRESS, CALIFORNIA

RESTROOM/ CONCESSION BUILDING

ARTIST IMPRESSION. 3D RENDERING ONLY FOR REPRESENTATION. COLORS AND MATERIALS ARE SUBJECT TO CHANGE

COPYRIGHT 2017, PUBLIC RESTROOM COMPANY THIS MATERIAL IS THE EXCLUSIVE PROPERTY OF PUBLIC RESTROOM COMPANY AND SHALL NOT BE REPRODUCED, USED OR DISCLOSED TO OTHERS EXCEPT AS AUTHORIZED BY THE WRITTEN PERMISSION OF PUBLIC RESTROOM COMPANY.

PUBLIC RESTROOM COMPANY
www.PublicRestroomCompany.com
2587 BUSINESS PARKWAY
MINDEN NEVADA 89423
P: 888-888-2060 F: 888-888-1448







FOSS FIELD PARK EXPANSION

NEW DEVELOPMENT
CITY OF PERRIS

RHA+CW INVOLVEMENT:

Community Outreach,
Conceptual Design,
3D Modeling,
Construction Drawings,
Construction Administration

CONTACT:

Sabrina Chavez
Director of Public Services
(951) 435-7220 ext. 278
schavez@cityofperris.org

CWDG, now doing business as RHA+CW, led the landscape architecture and community-driven design for the reimagining of Foss Field Park, one of Perris's oldest parks, established in 1960. Through seven virtual engagements and in-person events that earned 100% community support for the final concept, the firm helped shape a new master plan featuring a nearly 5,000 square foot recreation building, skate park, futsal and pickleball courts, an all-inclusive playground, dog park, walking trail, and butterfly garden. ***Our team salvaged portions of the existing park play equipment and added new features and equipment including accessibility ramps to make the full play area seamless and inclusive.***

award of excellence winner cprs california park & recreation society









LUCINDA GARCIA PARK

RENOVATION
CITY OF MONROVIA

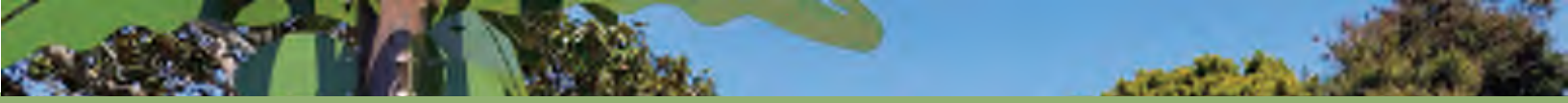
RHA+CW INVOLVEMENT:

Conceptual Design,
3D Modeling,
Construction Drawings,
Construction Administration
Plan Check & Inspections

CONTACT:

Tina Cherry, Director
(626) 256-8226
tcherry@ci.monrovia.ca.us

RHA Landscape Architects, now doing business as RHA+CW, led a comprehensive renovation of Lucinda Garcia Park. Honoring the site's origins as a former stop along the historic Red Car Line, the design for the 2–5 age area takes the form of a Red Car, complete with a ticket booth and rail tracks integrated directly into the pour-in-place safety surfacing, turning a piece of local transit heritage into an interactive play experience. Responding directly to input from residents living across from the park, the larger play structure was developed around a nature theme that complements the neighborhood setting. To deepen the park's educational and cultural value, the team designed a series of interpretive signs celebrating Lucinda Garcia, the Red Car Line, and the on-site Native Plant Garden, while a locally commissioned mural brings the story of Lucinda Garcia and her family to life. The result is a thoughtfully renovated park that blends inclusive recreation with place-based storytelling and a strong sense of community identity.



EXPERIENCE







ACACIA PARK

EXPANSION
CITY OF EL SEGUNDO

RHA+CW INVOLVEMENT:
Community Outreach, Conceptual Design, Photo Simulations, Construction Drawings, Construction Administration

CONTACT:
Cheryl Ebert, P.E.
City Engineer
(310) 524-2321
cebert@elsegundo.org

RHA, now doing business as RHA+CW, worked with the City of El Segundo to design renovations to Acacia Park. Extensive community outreach was conducted to determine what the residents would like to see in their park. New playgrounds for 2–5 year-olds and 5–12 year-olds were designed along with a perimeter walk, picnic tables and a drinking fountain. A decomposed granite path was designed around an existing Redwood tree that was significant to the site and the community. Playground synthetic turf was used in the play areas to match the natural turf in the center of the park.

DOUG GROVE ASLA, PLA, LEED AP
MANAGING PARTNER / PRINCIPAL LANDSCAPE ARCHITECT



EDUCATION:
Bachelor of Science in
Landscape Architecture
California State Polytechnic University, Pomona (1985)

Years of Experience: 40+
Years with Firm: 32

LICENSES + CERTIFICATES:
Licensed Landscape Architect
California #2799 (1987-current)

LEED Accredited Professional
United States Green Building Council (USGBC)

AFFILIATIONS:
Building Industry Association
of Southern California (BIASC)
Board of Directors/ Executive Committee
Riverside County Chapter
President (2024-present)
Vice President (2023-2024)
Secretary (2022-2023)
Board Member (2018-present)

California Park & Recreation Society (CPRS)
CPRS Administrators Section
Director of Fundraising (2024-present)
President (2023-2024)
President Elect (2022-2023)
Vice President (2021-2022)

Mr. Grove serves as the Managing Partner and Principal Landscape Architect of RHA Community Works, where he leverages over four decades of technical expertise, visionary design, and executive leadership. A 1985 graduate of California State Polytechnic University, Pomona, with a Bachelor of Science in Landscape Architecture, Mr. Grove has dedicated his career to the stewardship of public and private land. He has built a reputation for mastering the critical intersection where community functionality, environmental sustainability, and aesthetic excellence meet.

Throughout his tenure, Mr. Grove has become a definitive voice in the public works sector. His portfolio includes the successful design and project management of hundreds of park projects, alongside a diverse array of streetscapes, institutional facilities, and commercial environments. Beyond public infrastructure, he is highly regarded within the home-building industry for his strategic oversight of residential developments. This dual expertise allows him to navigate the unique requirements of both public and private stakeholders with a rare level of fluency.

Representative projects include (partial list):

- Marine Park All-Access Playground, City of Santa Monica
- Lucinda Garcia Park, City of Monrovia
- Aliso Viejo Ranch, City of Aliso Viejo
- La Palma Park, City of Anaheim
- Torrance Park, City of Torrance
- Yorba Park, City of Orange
- Alebrije Dog Park, City of Pico Rivera
- Pico Park Improvements, City of Pico Rivera
- Founder's Park, City of Anaheim
- Beryl Park Inclusive Playground, City of Rancho Cucamonga
- Rancho Jurupa Regional Sports Complex, County of Riverside
- Oak Park Sports Fields, Pleasant Hill Recreation & Parks District
- Columbia Park, City of Torrance
- Kare Park, City of Irwindale (Kare Youth League)
- Fergusson Park, City of Rialto
- Moreno Valley Community Park, City of Moreno Valley
- Harveston Community Park, City of Temecula
- Lancaster Youth Ball Fields (13 fields), City of Lancaster
- American Heroes Park, City of Lancaster
- Citrus Community Park, City of Corona
- John Anson Ford Renovation, City of Bell Gardens
- Hunter Community Park, City of Riverside

SCOTT RICE ASLA, PLA, LEED AP, CASp
MANAGING PARTNER/PRINCIPAL LANDSCAPE ARCHITECT



EDUCATION:

Bachelor of Science in Landscape Architecture
California State Polytechnic University, Pomona (2002)

Years of Experience: 25
Years with Firm: 20+

LICENSES + CERTIFICATES:

Licensed Landscape Architect
California #5111 (2005-current)
New York #2645 (2016-current)

Certified Access Specialist
California CASp-709 (2016-current)

AFFILIATIONS:

American Society of Landscape Architects (ASLA) / Southern California Chapter
Exec. Committee member (2021-present)
Chapter President (2024-2025)

County of San Bernardino
Building and Safety Appeals Board - Chairman (2025-present)
Physically Disabled Access Appeals Board Member (2019-present)

Building Industry Association of Southern California Board of Directors
San Bernardino County Chapter Board Member (2025-present)
Riverside County Chapter Board Member (2021-2025)
Leaders of Tomorrow Committee - Chairman (2017)

Certified Access Specialist Institute
Full Member (2016-present)

Mr. Scott Rice is Managing Partner and Principal Landscape Architect of RHA Community Works. He has managed over $150 million of park projects during his tenure at CWDG. Scott oversees the development of construction documents, plan checking, cost estimating, conceptual rendering, and construction observation and management.

Scott graduated with honors from Cal Poly Pomona, earning a Bachelor of Science Degree in Landscape Architecture. He is a full member of the American Society of Landscape Architects (ASLA). Additionally, Scott is a LEED Accredited Professional (LEED AP), as designated by the United States Green Building Council (USGBC), and a Certified Access Specialist (CASp) as issued by the State of California, Division of the State Architect. Scott is one of only four Landscape Architects in California that currently hold CASp Certification.

Scott also serves as the City Landscape Architect for the City of Highland, California, and has acted in that capacity since 2005. Scott also has served as a Contract Park Planner for Jurupa Community Services District (JCSD) since 2003 and Consultant Park Planner/ Plan Checker for Jurupa Area Recreation and Park District (JARPD) since 2015.

Mr. Rice draws on previous work experience in graphic design and golf course maintenance to integrate high aesthetic quality in balance with functional, cost-effective design. His focus is in Public Works projects for various municipalities throughout the State, including Park Planning of various scales, including Community, Neighborhood, Sports, and Pocket Parks, as well as median and parkway landscape, and LMD/ CFD planning. Specialized areas of involvement include Skate Parks, Dog Parks, and Accessible Play. In addition to Park Planning, Scott is seasoned in the landscape architectural development of Multi-family Housing, Planned Residential Communities, Highway Aesthetic Design, Custom Residential Planning, and various private/commercial ventures.

Representative projects include (partial list):

- Lexington Park, City of Cypress
- Oak Knoll Park Improvements, City of Cypress
- Dolores Huerta Park, City of Fresno
- Foss Field Expansion, City of Perris
- Shalimar Park Expansion, City of Costa Mesa
- Laguna Beach Playground Master Plan, City of Laguna Beach

GREG MEEK PLA, CPSI
PRINCIPAL LANDSCAPE ARCHITECT



EDUCATION:
Bachelor of Arts in Landscape Architecture
Texas A&M University (1979)

Performance Leadership
DunkinWorks (2016)

Resolve - Negotiations training
Agreement Dynamics Inc. 2017

Years of Experience: 47+
Years with Firm: 10+

LICENSES + CERTIFICATES:
Licensed Landscape Architect
California #2484 (1984-current)

National Recreation and Park Association
Certified Playground Safety Inspector

Mr. Meek is a Principal Landscape Architect with RHA Community Works. He graduated from Texas A&M and holds a Bachelor of Arts degree in Landscape Architecture. A professional Landscape Architect for over 40 years, his wide range of experience in the public works sector includes 3 years as the Senior Landscape Architect for the City of San Jose, the tenth largest city in the United States and 10 years of experience as a park development coordinator for various cities in California. He has been responsible for managing Park Dwelling and Park Impact fees, preparing and monitoring agency capital budgets, planning and managing agency capital improvement program, developing requests for services, agreements, and contracts, negotiating fees for services, preparing contracts, and managing staff and contractors.

Mr. Meek's experience in the private sector has included business development, client and project management, preparing budgets and cost estimates as well as the design of sports parks, neighborhood parks, schools, and streetscape projects. He has also provided consultant plan checking services for the cities of Jurupa Valley, Rialto, Diamond Bar and Palm Desert as well as in his capacity as landscape architect at the cities of Fullerton, San Jose, and San Mateo.

Representative projects include (partial list):

- Lucinda Garcia Park, City of Monrovia
- Marine Park Inclusive Play Area, City of Santa Monica
- Dolphin Park Inclusive Playground, City of Carson, California
- Acacia Park Renovation and Play Areas, City of El Segundo, California
- Washington Park Play Area, City of El Segundo, California
- Eight Park Evaluation and Improvement Project, City of Indio
- Rialto Landscape Plan Checking Services, City of Rialto, California
- Comprehensive Park and Facilities Master Plan, Colton
- Elysian Park Inclusive Play Area and Splash Pad Los Angeles, California
- Lee Owens Park Expansion and Renovation, City of Whittier, California
- Hayward Square Park, City of San Mateo, California
- Beresford Park, City of San Mateo, California
- Martin Luther King Park, City of San Mateo, California
- Poplar Creek Golf Course Club House Landscape Renovation, City of San Mateo, California
- Lake Cunningham Bike Park/ Extreme Sports Park, San Jose, California
- Grand Terrace Fitness Park, Grand Terrace, California
- Bagdouma Park Renovation Project, City of Coachella, California

ALLISON RUSH ASLA, CASp, CPSI
ASSOCIATE PRINCIPAL LANDSCAPE ARCHITECT



EDUCATION:

Bachelor of Arts in Human Geography, *The Pennsylvania State University (2010)*

Master of Landscape Architecture, *Temple University (2013)*

Years of Experience: 12
Years with Firm: 10+

LICENSES + CERTIFICATES:

Licensed Landscape Architect: *California #6378 (2018-current)*

Certified Access Specialist: *California CASp-1080 (2023-current)*

National Recreation and Park Association *Certified Playground Safety Inspector*

AFFILIATIONS:

American Society of Landscape Architects (ASLA) *Full Member*

Certified Access Specialist Institute *Full Member*

Mrs. Allison Rush is an Associate Principal Landscape Architect at RHA Community Works, specializing in the optimization of public spaces and the technical delivery of water-resilient infrastructure. With a Master of Landscape Architecture and a background in Architectural History, Allison excels at configuring environments that promote community health while meeting modern sustainability mandates. Her expertise is central to the firm's ability to transform underutilized areas into high-functioning, AB 1572-compliant landscapes that balance user experience with resource conservation.

With over a decade of experience in the California landscape industry, Allison has developed a sophisticated mastery of digital media and CAD-based production. She leverages advanced AutoCAD workflows, 3D modeling, and photo simulations to translate complex design guidelines into precise, constructible documents. These tools are critical in the public works sector, providing Districts with realistic visualizations of turf reduction and irrigation retrofits while ensuring that site grading and drainage plans align perfectly with local municipal standards and state water ordinances.

As a Certified Access Specialist (CASp) and Playground Safety Inspector, Allison ensures that every project exceeds universal design standards and safety requirements. Her technical fluency allows her to lead multidisciplinary teams through the intricacies of playground design and irrigation modernization, bridging the gap between creative intent and strict regulatory adherence. By maintaining a rigorous standard for construction documentation, she ensures that the firm's designs are not only visionary but technically sound and ready for seamless field implementation.

Representative projects include (partial list):

- Lexington Park, City of Cypress
- Foss Field Expansion, City of Perris
- Playground Master Plan, City of Laguna Beach
- Christensen Park, City of Lake Elsinore
- Shalimar Park Expansion, City of Costa Mesa
- Weston Park Redesign, City of Hemet

LAUREN MCHUGH PLA
ASSOCIATE PRINCIPAL LANDSCAPE ARCHITECT



EDUCATION:
Bachelor of Science in
Landscape Architecture
California State Polytechnic University, Pomona (2006)

Years of Experience: 19+
Years with Firm: 19+

LICENSES + CERTIFICATES:
Licensed Landscape Architect
California #5578 (2009-current)

Ms. McHugh serves as an Associate Principal Landscape Architect with RHA Community Works, bringing over 19 years of dedicated expertise in landscape architecture, urban design, and advanced computer-aided graphic design to the firm. A graduate of California State Polytechnic University, Pomona, with a Bachelor of Science in Landscape Architecture, she combines technical precision with creative vision to deliver high-impact spatial solutions. Throughout her distinguished tenure with the firm, Ms. McHugh has established a proven track record of steering complex, multi-phase projects seamlessly from initial conceptualization and master planning through to the meticulous production of final construction documents.

Her diverse and extensive portfolio spans a wide range of public and private sector developments, with specialized expertise in designing transformative civic infrastructure. Ms. McHugh's project history features the successful execution of streetscapes and roadway improvement initiatives, multi-modal pedestrian and bicycle trail networks, local neighborhood parks, and large-scale regional park destinations. Additionally, her multi-disciplinary capabilities extend to healthcare environments, including major hospital grounds, as well as comprehensive community landscape planning assignments that prioritize sustainable land use, accessibility, and community resilience.

Representative projects include:

- Founder's Park, City of Anaheim
- Tamarisk and Rimgate Parks, City of Lake Forest
- Concourse and Mountain View Parks, City of Lake Forest
- Orange Blossom Trail – Phase 2, City of Redlands
- Arroyo Seco Pedestrian and Bicycle Trail, City of South Pasadena
- Gilman Ranch Expansion, RivCo Parks
- Celebration Park, City of Ontario
- Fergusson Park, City of Rialto
- American Heroes Park, City of Lancaster
- Stagecoach Park, City of Corona
- Norco Ridge Ranch Park, City of Norco
- Whit Carter Park, City of Lancaster
- Eller Park, Town of Romoland

DAVID BLACK PLA
ASSOCIATE PRINCIPAL LANDSCAPE ARCHITECT



EDUCATION:
Bachelor of Science in
Landscape Architecture
California State Polytechnic University, Pomona (1999)

Years of Experience: 25+

LICENSES + CERTIFICATES:
Licensed Landscape Architect
California #5509 (2009-current)

Contractors State License Board
C-27 #789824 (2001 - Expires 1/31/2027)

Mr. Black serves as an Associate Principal, Licensed Landscape Architect, and Irrigation Specialist with RHA Community Works, bringing over 25 years of distinguished expertise in comprehensive landscape design, environmental planning, and construction management. A graduate of California State Polytechnic University, Pomona, with a Bachelor of Science in Landscape Architecture, he leverages a deeply specialized technical background to pioneer advanced, water-efficient irrigation design and resource management strategies across all RHA initiatives.

Throughout his extensive career, Mr. Black has established a proven track record of driving complex project lifecycles from initial master planning and preliminary design phases through the rigorous production of final construction documents, field coordination, and post-installation observations. As a senior leader, he excels in cross-functional stakeholder management, routinely spearheading vital negotiations with clients, public utilities, and municipal governing agencies to align multi-million-dollar project objectives. Furthermore, his professional acumen encompasses overseeing comprehensive project budget preparation, facilitating multi-disciplinary design development, and seamlessly navigating intricate environmental and regulatory approval frameworks to secure timely clearances for final engineering and drawing completions.

Representative projects include (partial list):

- Acacia and Washington Parks, City of El Segundo
- Monte Vista Park, City of Chino
- Concourse & Mountain View Parks, City of Lake Forest
- Dolphin Park Inclusive Playground, City of Carson, California
- Rimgate & Tamarisk Parks, City of Lake Forest
- College Park Improvements, City of Lompoc
- Lake Cahuilla Park Improvements, Riverside County Regional Park & Open-Space District
- Shadow Mountain Park Inclusive Playground, City of Moreno Valley
- Moreno Valley Community Park Skatepark, City of Moreno Valley
- Lancaster Skatepark, City of Lancaster
- Lee Owens Park, City of Whittier
- Stagecoach Park, City of Corona
- San Antonio Park, City of Upland

DANIEL BURKHART ASLA, ISA
ASSOCIATE PRINCIPAL LANDSCAPE ARCHITECT



EDUCATION:
Bachelor of Science in Landscape Architecture
California State Polytechnic University, Pomona (2001)

Years of Experience: 25
Years with Firm: 5

LICENSES + CERTIFICATES:
Licensed Landscape Architect
California #6092 (2015-current)

ISA Certified Arborist
WE-11637A (2016-current)

Contractors State License Board
C-27 #840206 (2004 - Expires 6/30/2028)

FAA UAS Remote Pilot
(2017-current)

California Department of Pesticide Regulation - QAL
122282 BF (2010-current)

AFFILIATIONS:
American Society of Landscape Architects (ASLA)
Full Member

International Society of Arboriculture (ISA)
Full Member

Mr. Dan Burkhart is an Associate Landscape Architect at RHA Community Works, where he directs the firm's construction development and documentation processes with a focus on large-scale public works projects. With over 24 years of cross-disciplinary experience, Dan oversees technical plan checking, internal quality control, and comprehensive construction oversight. His professional journey, from early roles in municipal parks departments to serving as a General Superintendent for habitat restoration and mitigation, provides him with a unique "boots-on-the-ground" perspective that ensures designs are not only visionary but technically executable and maintainable.

As a specialist in sustainable infrastructure and public-sector contracts, Dan previously served as the Senior Landscape Inspector for the City of Yorba Linda. In this capacity, he managed extensive landscape maintenance assessment districts (LMAD), overseeing 500 acres of municipal landscape and a 22,000-tree urban forest. This experience on the agency side of the table is invaluable for turf reduction initiatives, as it allows him to anticipate the long-term operational needs of public districts while ensuring strict adherence to project specifications and water-efficiency mandates.

Dan holds a Bachelor of Science in Landscape Architecture from Cal Poly Pomona and maintains an elite technical toolkit, including certifications as a Licensed Contractor, Certified Arborist, FAA UAS Drone Pilot, and Qualified Applicator (QAL). Known as the "Coach" within the office, he is dedicated to mentoring staff and optimizing production efficiency to meet demanding project schedules. His diverse background in both design-build and municipal inspection makes him a key asset in delivering high-performance, AB 1572-compliant landscapes that stand up to the rigors of public use and maintenance.

Representative projects include (partial list):

- Lexington Park, City of Cypress
- Foss Field Expansion, City of Perris
- Dolores Huerta Park, City of Fresno
- Ayala Park, San Bernardino County Special Districts
- Christensen Park, City of Lake Elsinore
- Shalimar Park Expansion, City of Costa Mesa

ANALICIA ESCOBAR-GOMEZ MPA, CPRP

SENIOR PROJECT MANAGER - DIRECTOR OF COMMUNITY ENGAGEMENT



EDUCATION:

Bachelor of Science in
Landscape Architecture
California State Polytechnic University, Pomona (2007)

Masters of Public Administration
California State University, San Bernardino (2012)

Doctorate of Public Administration
California Baptist University (ABD)

Years of Experience: 20
Years with Firm: 4

AFFILIATIONS + CERTIFICATES:

California Park & Recreation Society
Full Member

National Recreation and Park Association
Certified Park and Recreation Professional
Full Member

PLAYCE Engagement Academy
Level 1 - Certified PLAYCE Facilitator

Women in Leisure Services (WILS)
Gamma Chapter - Full Member

Analicia Escobar-Gomez serves as the Director of Community Engagement and Senior Project Manager at RHA Community Works. Drawing on over a decade of experience in the public sector, most recently as Senior Park Planner for Riverside County. Analicia provides clients with a unique perspective on municipal processes and community-driven design. A Cal Poly Pomona alumna with a Master's in Public Administration, she has successfully managed over $15 million in capital improvement projects and secured millions in grant funding, ensuring that each project's vision is realized through thoughtful branding and identity building. Her leadership is instrumental in navigating the firm's recent strategic growth, ensuring that the merged entity continues to deliver high-quality, innovative landscape architecture and urban design solutions.

In addition to her public sector background, Analicia has managed a residential landscape design-build company for 15 years, giving her an expert eye for costs, trends, and material availability. This diverse foundation in education and hands-on experience allows her to approach urban design with an artistic yet pragmatic lens. Dedicated to equity and inclusion, she brings a deep sense of empathy and humanity to her work, focusing on developing public spaces that enhance the sense of place and serve the unique needs of California's diverse communities. Furthermore, her ongoing pursuit of a Doctorate in Public Administration underscores her dedication to staying at the forefront of policy trends and legislative advocacy for public park systems.

Representative projects include (partial list):

- Dolores Huerta Park, City of Fresno
- 37th Street Park, Jurupa Area Recreation & Park District (JARPD)
- Weston Park Redesign, City of Hemet
- Shalimar Park Expansion, City of Costa Mesa
- Villegas Park Splash Pad, City of Riverside
- Playground Master Plan, City of Laguna Beach
- Carson Streetscape Master Plan, City of Carson

We will provide complete professional landscape architecture, civil engineering, and specialized irrigation design services for the complete planning, public outreach, and design of new playground equipment and associated amenities at Veterans Park and Maple Grove North Park for the City of Cypress.

Our work will culminate in the delivery of two (2) separate, independent, and bid-ready final sets of Plans, Specifications, and Estimates (PS&E) packages. We will ensure all designs comply with the City of Cypress "Brown Book" specifications, the Standard Specifications for Public Works Construction ("Greenbook"), the California Building Code (Title 24), and all applicable ADA / ASTM / CPSC safety guidelines.

TASK 1: PROJECT INITIATION AND SITE ASSESSMENT

Upon receipt of the Notice to Proceed and after our Project Kick-Off, RHA will immediately launch our site investigation. Because we just completed the field and path-of-travel design for the adjacent Veterans Park Sports Court Improvements, RHA+CW already holds active, accurate baseline data for Veterans Park. This eliminates the typical 2-to-3 week startup lag, allowing us to hit the City's 90% submittal target seamlessly.

1.1 Project Kick-off & Alignment

We will attend one (1) virtual kick-off meeting with City staff to review project goals, establish lines of communication, establish data exchange protocols, and confirm the baseline project schedule.

1.2 Site Investigation & Reconnaissance

We will conduct field visits to both park sites to document existing conditions, physical opportunities, and spatial constraints. During our field analysis, we will:

- Inventory existing playground equipment footprints, mature trees (using our in-house ISA Arborist), walkways, and perimeter clear zones.
- Review existing utility locations, surface drainage patterns, and path-of-travel accessibility compliance with our in-house Certified Access Specialists (CASp) .

1.3 Regulatory Coordination

We will interface with City departments and relevant public agencies to verify regulatory limitations, zoning setbacks, utility clearances, maintenance preferences, and permitting requirements.

Task 1 Deliverables

- D1.1: We will provide Kick-off Meeting Minutes and a Finalized Project Schedule.
- D1.2: We will deliver Digital Site Photo-Documentation and a Basemap Verification memo identifying key constraints and design opportunities for both sites.

TASK 1: PROJECT INITIATION AND SITE ASSESSMENT EXAMPLES

While we understand Accessibility Improvements are not necessarily included in the scope of work and construction budget for the current projects, our team of in-house Certified Access Specialists (CASp) will conduct site assessments for both park sites. Our team has already assisted the City of Cypress with Veterans Park Sports Court Improvements which includes accessibility improvements to the accessible parking stalls that will also serve the playground. We will review the path of travel as well as any drainage issues around the existing play areas. Our team recently assisted the City of Laguna Beach with their Playground Master Plan which featured the site assessment and field reporting of nine (9) of their playgrounds from the lens of accessibility and playground safety. In addition to the site assessments, our team also conducted extensive stakeholder and community outreach regarding what they wanted to see at each site.



TASK 2: COMMUNITY OUTREACH AND CONCEPT DEVELOPMENT

2.1 Public Engagement Campaign

We will develop, facilitate, and execute a comprehensive, multi-lingual, community engagement program consisting of:

- ***Two (2) In-Person Workshops:***
  We will host one (1) standalone workshop localized for the Veterans Park community and one (1) standalone workshop for the Maple Grove North Park community. We will utilize interactive engagement methods such as preference dot-voting boards and scaled site-map planning exercises.

- ***One (1) Online Survey:***
  We will design and launch a digital, multi-lingual, survey hosted via the City's platform for a minimum duration of 30 days to collect broader resident input on desired play features, age demographics, and amenity preferences.

2.2 Conceptual Design Alternatives

Based directly on stakeholder feedback and site analysis, we will develop a minimum of three (3) distinct conceptual designs for each park (6 concepts total). We will clearly illustrate:

- Playground equipment layout separated by targeted age groups (2–5 and 5–12 years old).
- Integrated shade structures, safety surfacing types, and clear zones.
- General park amenities including specific placement for benches and trash receptacles.

2.3 Leadership Presentations & Refinement

- We will present the conceptual alternatives to City staff, the Recreation and Community Services Commission, and the City Council to receive formal direction.
- Following feedback, we will refine the selected alternative for each park into a single, comprehensive Preferred Concept Plan.
- We will develop Preliminary Order of Magnitude Cost Estimates for both Preferred Concept Plans.

Task 2 Deliverables

- D2.1: We will deliver a Community Engagement Summary Report synthesizing in-person workshop data and online survey analytics.
- D2.2: We will provide three (3) Color Conceptual Design Alternatives per park in PDF format.
- D2.3: We will deliver two (2) Final Preferred Concept Plans accompanied by Preliminary Cost Estimates.
- D2.4: We will prepare presentation materials (PowerPoint/Boards) for Commission and City Council meetings.

TASK 2: COMMUNITY OUTREACH AND CONCEPT DEVELOPMENT EXAMPLES

City of Hemet - Weston Park Redesign - Reference Contact: Noah Rau, Interim City Manager, nrau@hemetca.gov
CWDG, now doing business as, RHA+CW, partnered with the City of Hemet to execute a robust, multi-channel community engagement campaign for the reimagining of the 4-acre Weston Park. The process began in September 2025 with a city-wide, multilingual online survey alongside a SWOT analysis with key municipal stakeholders to establish baseline community priorities. CWDG then conducted direct, interactive public outreach at four local events, the Hemet Concert Series, Rodeo Del Sol, Chalktober Art Festival, and the annual Christmas Parade, while concurrently engaging the Hemet Youth Council and launching a social media campaign that garnered nearly 50,000 views. This comprehensive approach captured feedback from over 450 initial survey respondents, revealing that 87% viewed safety as their primary barrier to park use, while a majority prioritized amenities like a splash pad, shade, and updated sports courts. Ultimately, this public input directly shaped three draft conceptual plans, which were brought back to the public for a vote where "Option 3" emerged as the definitive community choice with 76% of the ballot, allowing CWDG to deliver a final conceptual landscape plan rooted entirely in stakeholder consensus and approved by City Council.



TASK 2: COMMUNITY OUTREACH AND CONCEPT DEVELOPMENT EXAMPLES

City of Riverside - Villegas Park Splash Pad - Reference Contact: Pamela Galera, Director, PGalera@riversideca.gov

CWDG, now doing business as, RHA+CW, collaborated with the City of Riverside to lead a targeted bilingual community outreach campaign to design an accessible splash pad for the Casa Blanca community. The engagement process initiated in January 2024 with an on-site stakeholder site walk and review, which determined that moving the splash pad away from the existing pool and within 400 feet of the playground restrooms would optimize operations and accessibility. CWDG then deployed a bilingual public campaign spanning from February 26 to March 23, 2024, utilizing localized postal mailers sent to residents within a 1,000-foot radius and distributing neighborhood surveys directly through the Villegas Park Community Center. To ensure widespread local representation, CWDG's engagement team presented layout options and gathered feedback at the Villegas Park Advisory Committee and the Villegas Park/Casa Blanca Community Action Group, culminating in a highly attended booth at the park's Spring Egg Hunt event where nearly 100 families cast votes. The community overwhelmingly favored "Option A" (near the playground) with 69% approval, and survey results specifically prioritized a nature theme, bright blue and light poppy red colors, and complementary amenities like shade umbrellas and refillable water stations. Our team then coordinated with vendors to present three (3) design options for the splash pad based off of the community's input.



TASK 3: FINAL DESIGN AND CONSTRUCTION DOCUMENTS (PS&E)

3.1 90% Submittal Package

Upon approval of the Preferred Concept Plans, we will advance directly to a comprehensive 90% complete design package. We will prepare two (2) separate, standalone sets of Construction Documents, which we will develop to include:

- Cover Sheets, Existing Site/Demolition Plans, Tree Protection Plans.
- Staking, Layout, and Material Plans.
- Grading, Surface Drainage, and Accessibility (ADA) Details.
- Detailed Irrigation Reconfiguration Plans - (If Required):
  We will design specific mechanical details for cutting, capping, and re-routing mainlines, lateral lines, and remote control valves to adapt to the new playground footprint without disrupting adjacent park zones.
- Construction Details and Playground Equipment Footing Profiles.
- 3D Color Renderings:
  We will create and deliver high-fidelity, illustrative 3D perspective renderings of the final approved playground layouts, including equipment, structures, and amenities, for City public relations use.
- Technical Specifications:
  We will prepare these in strict conformance with the City's "Brown Book" and regional "Greenbook" formats.
- 90% Engineer's Estimate & Market Analysis:
  We will compile detailed itemized cost estimates reflecting current market trends and material escalations to the mid-point of construction. Additionally, we will provide a formal OFCI / Cooperative Procurement Analysis evaluating cost-savings for direct purchasing via Sourcewell, BuyBoard, etc.

3.2 100% Final Bid-Ready Package

Upon receipt of plan check comments from the City's 90% review, we will address all edits, resolve discrepancies, and deliver the final, stamped 100% PS&E package ready for public bidding.

Task 3 Deliverables

- D3.1: We will deliver the 90% PS&E Submittal, including separate PDF Plan Sets, Specifications, 90% Cost Estimates, and the Procurement Analysis Report.
- D3.2: We will provide High-Resolution 3D Color Illustrative Renderings with a minimum of 2 views per park.
- D3.3: We will deliver the 100% Final Bid-Ready Submittal, consisting of two separate sets of wet-stamped, sign-off ready Plans, Final Specifications, and the Final Engineer's Estimate.



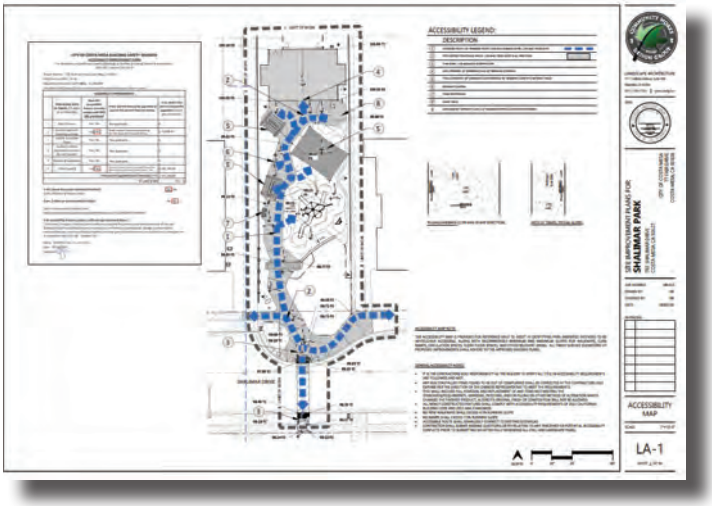
Left: Rendering of the City of Fresno's Dolores Huerta Park Playground, featuring agricultural theming, shade and fencing. 3D renderings allow stakeholders and communities to clearly communicate upcoming improvements and effectively show what each dollar is being spent on. Our team coordinated with stakeholders and the community to develop the design of the park.



Left: Rendering of the City of Hemet's Weston Park Redesign Play Area, including perimeter fencing which was an important aspect brought up by the community throughout the outreach process.

Below: Rendering of Shalimar Park in the City of Costa Mesa. Additionally, 100% Plan Accessibility Sheet developed and reviewed by our in-house CASp Team as part of all of our plan sets.





Reverse-Engineering from the Available Budget

Recognizing that the City of Cypress has established a strict, phased funding structure, with $750,000 allocated for Fiscal Year 2026-27 (covering design for both parks and construction for Veterans Park) and $550,000 for Fiscal Year 2027-28 (covering construction for Maple Grove North Park), RHA+CW utilizes a rigorous "Target Value Design" methodology. Instead of designing a concepts-first playground and attempting to cut costs later, we reverse-engineer our design choices directly from your baseline construction numbers.

1. Cost-Driven Design Development (Target Value Matrix)

At the project kickoff, our team will establish a granular cost model for each park, breaking down the available construction funds into specific allocation categories: playground equipment, safety surfacing, site amenities, path-of-travel accessibility compliance, and infrastructure adjustments. By designing to these specific monetary caps from day one, we eliminate the traditional redesign loops that delay schedules and inflate public agency expenditures.



Above: Roughly repaired concrete & other path of travel deficiencies at Maple Grove North Park will be examined to make within budget improvements. We will look to make similar integrations at Veterans Park.

2. Smart Material Specification & Global Supply Realities

We select materials, play structures, and resilient surfacing types based on current market lead times and localized labor rates. Our team tracks regional bidding trends to ensure our estimates reflect real-time contractor pricing in Orange County. We design using modular, durable components that offer competitive bidding options, preventing proprietary single-source specifications from driving up construction bids.

3. Seamless Phased Procurement (Standalone PS&E Packages)

To align perfectly with the City's multi-year fiscal constraints, RHA+CW will structure the contract documents to give the City maximum procurement flexibility:

- ***Distinct Bid Schedules:***
  We will deliver separate, standalone PS&E packages for Veterans Park and Maple Grove North Park.

- ***Additive Alternates:***
  Construction documents will be structurally organized with core playground goals as the base bid, utilizing "add-alternates" for non-essential amenities.

This strategic organization ensures that if market conditions fluctuate, the City retains absolute control over the bid award. You can confidently move forward with the Year 1 construction phase at Veterans Park while keeping the Year 2 Maple Grove North Park package perfectly aligned with its respective funding cycle.

Quality Control and Assurance Program

Quality is not a final step at RHA+CW; it is a structured, milestone-driven discipline embedded from kickoff through bid award. Because we routinely serve as the landscape plan checker for other public agencies (Highland, Banning, Perris, Rialto, Jurupa Valley, Corona, and Desert Recreation District), we review our own submittals through the same critical lens a reviewing agency will apply, so the City of Cypress receives plans that are already pre-checked against the issues that typically generate redlines.

Single Point Of QA/QC Accountability

Managing Partner Scott Rice (PLA #5111, CASp-709) serves as the dedicated Quality Assurance/Quality Control lead for this contract. No submittal leaves our office for Veterans Park or Maple Grove North Park without his sign-off, ensuring consistency across both independent PS&E packages.

Independent Senior Review At Every Milestone (30% / 90% / 100%)

At each major deliverable, a licensed principal who is not the production lead performs an independent redline review before the package is released to the City. This "second set of eyes" verifies design intent, technical accuracy, drawing-to-drawing coordination, and conformance with the City's "Brown Book," the "Greenbook," and the California Building Code (Title 24).

Dual-Layer Accessibility (CASp) Review

Every submittal is reviewed in-house by our Certified Access Specialists, Scott Rice (CASp-709) and Allison Rush (CASp-1080), for path-of-travel, accessible parking and route connectivity, and CBC Chapter 11B / ADA compliance. Catching accessibility conflicts during design, rather than during construction, is the single most effective way to protect the City's schedule and budget.

Playground Safety (CPSI) Review

Our Certified Playground Safety Inspectors, Greg Meek and Allison Rush, review each concept and construction set against CPSC Public Playground Safety Handbook guidance and ASTM standards (including F1487 for equipment, use zones, and fall heights, and F1292 for impact-attenuating surfacing). This ensures the play environments are not only inclusive and engaging but demonstrably compliant and safe.

Cross-Discipline Coordination Reviews

Before each milestone, our team back-checks landscape architecture against survey/civil (David Beckwith & Associates, Inc.), as-required structural (RTM Engineering Consultants), if-required geotechnical (GeoTek), and any irrigation reconfiguration (led by Irrigation Specialist David Black, PLA, C-27). This eliminates the layout, grading, and utility conflicts that commonly surface late in design.

Constructibility Review By Licensed Contractors

Our staff includes licensed C-27 landscape contractors (David Black and Dan Burkhart) and a former senior municipal landscape inspector. They review every set from a "boots-on-the-ground" constructibility standpoint, adding item-specific notes that reduce contractor "artistic license," limit RFIs, and produce a cleaner, more biddable package.

Estimate Quality Control

Our cost estimates are validated against real, current market data; we routinely request unit pricing from the two apparent low bidders on our active public-works projects and fold those figures into our in-house estimates, keeping the City's numbers aligned with real-time Orange County contractor pricing.

Document Control

All RFI, submittal, and change-order logs are version-controlled and shared with the City online via Basecamp, providing a single, transparent source of truth throughout design and construction support.

Developing, Maintaining, and Updating the Project Schedule

Developing

At the Task 1 kickoff we will issue a baseline project schedule (Deliverable D1.1) built around the City's phased funding structure, design for both parks plus Veterans Park construction in FY 2026-27, and Maple Grove North Park construction in FY 2027-28, and around the City's 90%-then-100% submittal track. Because we already hold active, accurate baseline data for Veterans Park from the adjacent Sports Court Improvements, we can compress typical startup time and protect early milestones.

Maintaining

We will keep the schedule current through milestone tracking and short look-ahead updates, with progress, upcoming deliverables, and any open items visible to the City's Public Works team in Basecamp. Standing coordination meetings at each major plan milestone keep the City informed and decisions moving.

Updating

The schedule is revisited at every milestone and coordination meeting, with critical-path risks flagged early, particularly long-lead items such as playground-equipment manufacturing windows and any manufacturer-driven structural calculations. When a risk emerges, we bring the City a recommended mitigation rather than a surprise, preserving both the review track and the multi-year funding alignment.

ORGANIZATION QUALIFICATIONS

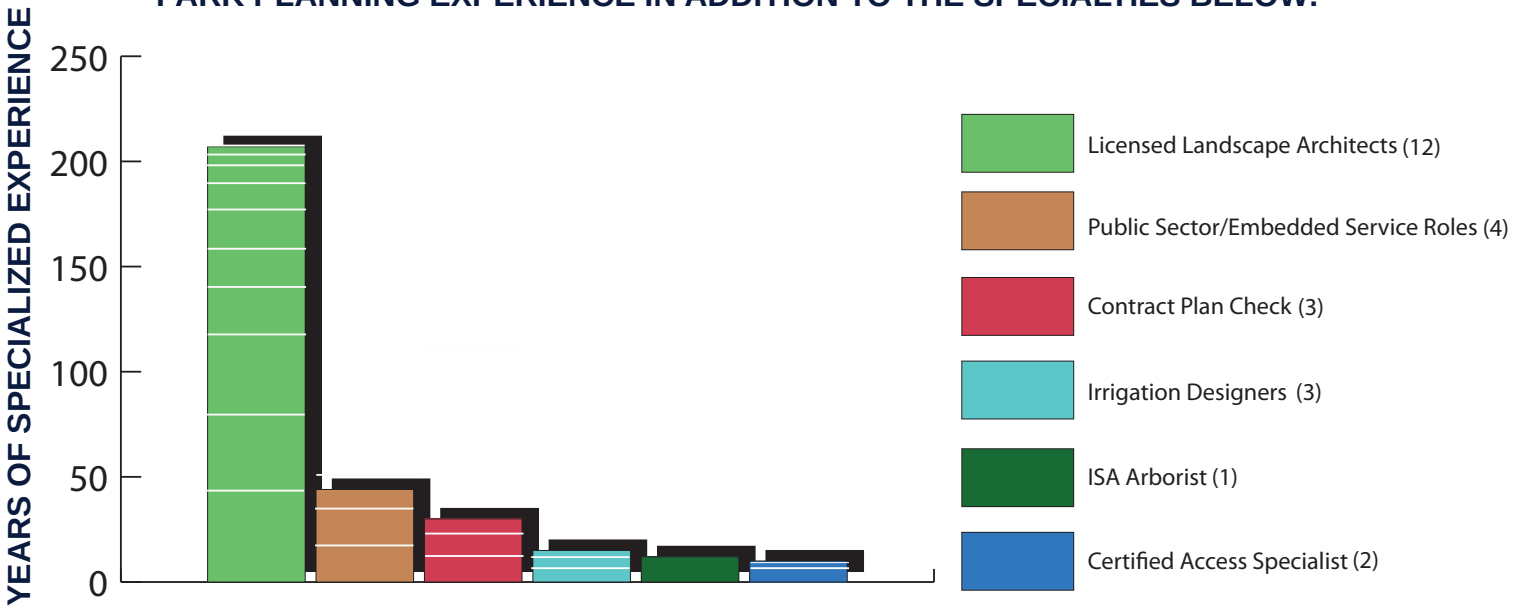
Our team offers twelve (12) Licensed Landscape Architects. Additionally, our staff holds a variety of Certifications that boost our abilities in the Landscape Architectural realm, including the following:

- Certified Access Specialist (CASp)
- Expert Irrigation Designers
- Certified Playground Safety Inspector (CPSI)
- SITES Accredited Professional (SITES AP)*
- LEED Accredited Professional (LEED AP)
- ISA Certified Arborist (ISA)

* via contract employee

Doug Grove, PLA, ASLA, LEED AP	Managing Partner/Landscape Architect
Scott Rice, PLA, ASLA, LEED AP, CASp	Managing Partner/Landscape Architect
Greg Meek, PLA	Principal/Landscape Architect
David Black, PLA	Associate Principal/Landscape Architect
Lauren McHugh, PLA	Associate Principal/Landscape Architect
Dan Burkhart, PLA	Associate Principal/Landscape Architect
Allison Rush, PLA, CASp	Associate Principal/Landscape Architect
Andrew Lytle, PLA	Senior Project Manager/Landscape Architect
Mike Salazar, PLA	Senior Project Manager/Landscape Architect
Andres Virata, PLA, Associate ASLA	Production Manager/Landscape Architect
Andy Emery, PLA	Construction Administration/Landscape Architect
Luke Morris, PLA	Project Manager/Native Plant Specialist/Landscape Architect
Jennifer Salazar	Associate /Landscape Designer
Analicia Escobar-Gomez, MPA, CPRP	Director of Community Engagement
Arielle Talley	Landscape Designer/GIS Specialist
Brian Espinoza	Landscape Designer/Spanish Community Engagement Assistant
Jocelyn Aguirre	Landscape Designer
Savannah Baca	Landscape Designer/ Community Engagement Assistant
Marissa Trout	Office Manager
Rebecca Rice	Executive Assistant

RHA+CW'S CURRENT TEAM OFFERS OVER 200 YEARS OF COMBINED PARK PLANNING EXPERIENCE IN ADDITION TO THE SPECIALTIES BELOW:



ORGANIZATION QUALIFICATIONS

Site Specific Master Planning & Concept Development:
Our team excels at developing master plans and multi-phased developments. In addition to vibrant master plan documents our team also develops photo realistic 3-D renderings as part of our design process to ensure a fully cohesive and integrated site. This process allows us to make proactive design decisions for vertical plane elements. We find the 3-D visuals also help garner excitement around important projects and are an integral tool for funding support. As a standard practice, we provide scaled 3-D modeling to help the community understand how the proposed park improvements will actually appear, to help identify any conflicts well ahead of construction.





Above: Top renderings: Dolores Huerta Park playground and thematic wind screen for Futsal Multi-Use Courts in Fresno, CA.

Community Outreach:
RHA+CW recognizes the need for all voices in a community to be heard and incorporated into thoughtful designs. Our team aims to ensure all members of the community have the opportunity to participate in community outreach and planning processes.



Our team is currently working on final touches for the design of Dolores Huerta Park for the City of Fresno. As part of the preliminary design process, CWDG, now doing business as RHA+CW worked with the City to create a community outreach campaign in 4 different languages (Spanish, Punjabi, Hmong and English), to best serve their community.

We employ what we call the "FUNnel" approach to take the multitude of "wants" and narrow them down to a final concept that reflects the best interests of the City and its constituents- and we do so in a FUN way! We typically start by gathering general information by means of online and mail-out surveys ahead of the public design meetings, with ongoing input from the City, so that we can begin to prepare informed design decisions to facilitate a conceptual design that reflects the community's interest and not OUR interests. We focus on developing a strong sense of pride for each project by focusing on a placemaking that incorporates the community's identity.

Meetings and Presentations:
Our team has experience presenting to a variety of City Staff, Boards and Commissions. Doug Grove, Scott Rice, and Analicia Escobar-Gomez all have extensive experience presenting to special commissions, City Councils and other committees. We also find commissions and committees are a great place for garnering project feedback and support. It is often a good place to start soliciting feedback by going where people are already meeting.

Accessibility Consulting
We provide comprehensive Certified Access Specialist (CASp) services to help ensure your property complies with applicable accessibility standards and regulations. Our evaluations identify potential barriers to access and offer clear, practical recommendations for achieving compliance with the Americans with Disabilities Act (ADA) and California accessibility codes. Whether for new construction, renovations, or existing facilities, we deliver detailed reports, guidance on corrective measures, and support throughout the compliance process, helping reduce legal risk while promoting inclusive and accessible environments for all users.

Feasibility Studies:
RHA+CW's most recent Feasibility Study was completed for the City of Ontario as part of our on-call services. For this our team worked with the City to identify and prioritize park amenity renovations with accessibility and available funding in mind.

Utility Search and Coordination:
Our team has extensive experience with utility coordination. In addition, our subconsultants will assist these coordination efforts.

Contract Documents:
Our team focuses on constructibility by creating Construction Drawings that will include site plans and details for all aspects of demolition, construction, civil, grading, planting, irrigation and specialty plans. Our construction details are crafted from a constructibility standpoint, supplemented with item-specific notes that reduce contractor "artistic license" and reduce likelihood of RFI's. Plans will identify recommended suppliers and products, with emphasis given to local sources, sustainable concepts, recycled/ recyclable materials, and durability of products. Each member of the RHA+CW team integrates their strengths, expertise and experience to ensure the best designs and most complete, constructible, contract documents are completed on-time and within budget for each project we take on.

Cost Estimating:
We regularly prepare detailed construction plans, details, specifications and estimates for park projects, and strive to make our construction drawing packages the most biddable and buildable across the industry. Since we perform Landscape Plan Check for various agencies, our finger remains on the pulse of the industry, and are able to glean tips and tricks to making plans more readable, maintaining a good balance of notes and clarifications without overwhelming the drawings with redundant information. We are regularly receiving bids for various public work projects. Upon receiving the bid we also request from the two apparent low bidders their unit prices. We incorporate these updated unit prices into our own in-house cost estimates. This allows our firm to provide up-to-date cost estimates for our clients.

Permits:
Our team has first hand plan check experience which comes in handy when it comes time to assist the City in obtaining approvals and/or permits from applicable agencies as needed. Our team has experience with the permitting processes with USACE, MSHCP, CDFW, and SCAQMD.

Storm Water Best Management Practices:
We work with Civil Engineers who have extensive experience with designing using the principles of storm water best management practices (BMP). RHA+CW has also worked on many park and trail projects that feature unique and design integrated storm water BMP's. Our work with our teams also include WQMPs and SWPPPs where applicable and required.

Environmental:
In addition to Analicia Escobar-Gomez's background with CEQA/NEPA Compliance for park planning and public landscape projects, she also has background in facilitating AB52 Tribal Consultations.

Design Expertise: RHA+CW has successfully completed over 35 parks and recreation projects in the past five (5) years. Our team stays up to date on water-wise landscaping and irrigation with our Certified Irrigation Designer taking the lead in staying up to date with new techniques and technologies.

Leadership In Energy And Environmental Design
LEED certified and a leader in the design of energy efficient, water-wise parks and public spaces RHA Community Works actively encourages the employment of environmentally friendly sustainable design principles. We encourage clients to use green technologies and design principles to achieve innovative, resource conserving, maintenance friendly public facilities which provide long term budget savings.

Plan Checking Services
We have provided plan-checking services to various agencies for over three decades and have experienced licensed individuals on staff to provide this function. We have provided these services for the Cities of Highland, Banning, Perris, Rialto, Jurupa Valley, Corona, as well as Desert Recreation District.

Construction Support:
What sets RHA+CW apart during the Construction Support/Administration phase is our first hand experience as a licensed contractor, allowing us to closely monitor and track scheduling, budgets, and upcoming inspections. We work hard to drive the construction schedule and keep contractors accountable. We will participate in construction meetings when requested, and at a frequency determined by the City. Based on our observations at the site and on the contractor's application for payment, we will assist in determining the amount owed to the contractor. We will review job drawings, as-builts, RFI's, samples and other submissions of the contractor for conformance with the design of the project and for compliance with the information given in the conformance contract documents, for the project. We will review change orders and submittals for approval and issuance by the City. We will respond to requests for information from the contractor, and issue field bulletins. We will maintain updated RFI, Change Order and Submittal logs, which will be shared online via Basecamp app.

ORGANIZATION QUALIFICATIONS

Award-Winning Design

RHA Community Works has received numerous accolades from respected organizations, including:

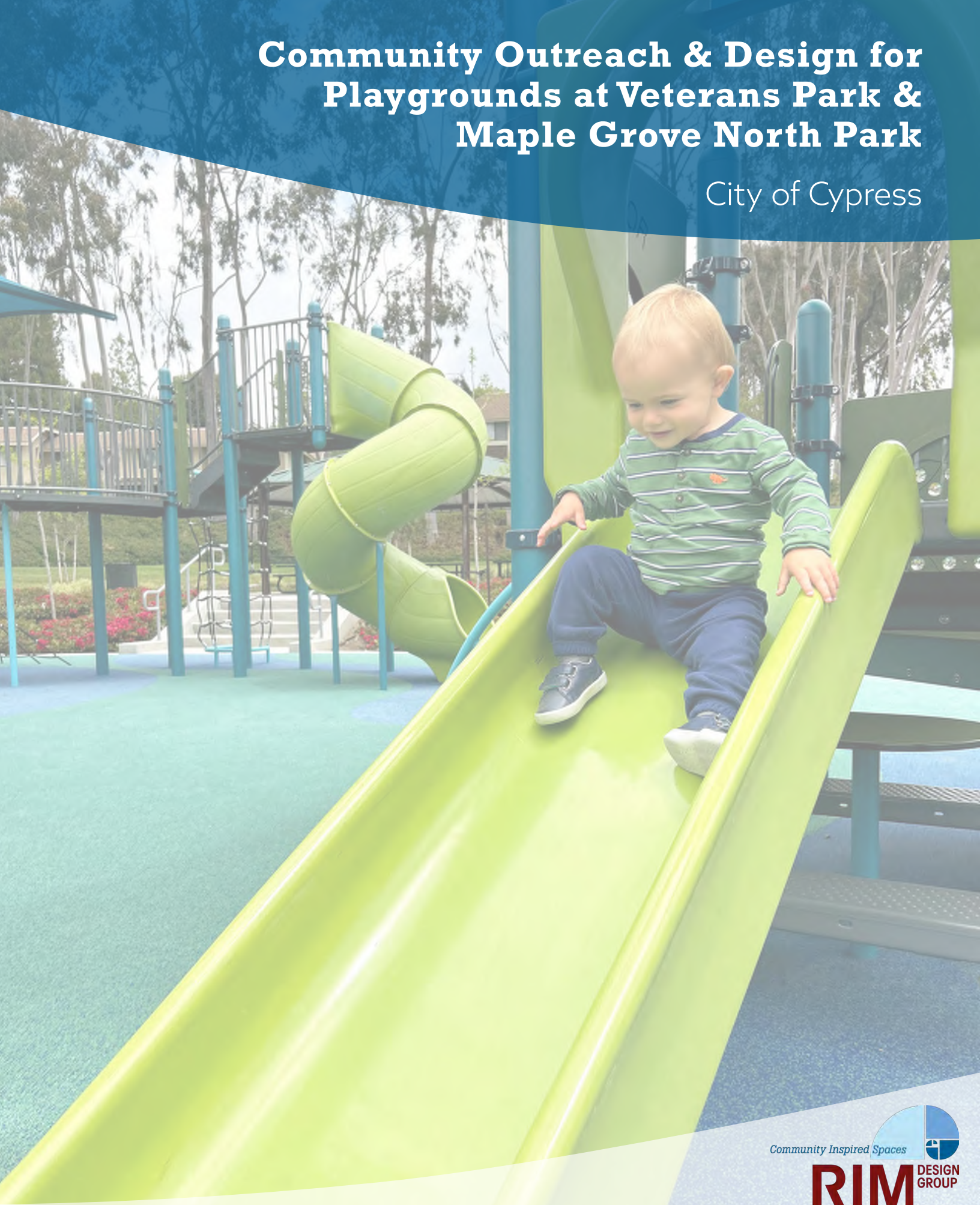
- American Society of Landscape Architects (ASLA)
- American Planning Association (APA)
- California Park and Recreation Society (CPRS)
- American Public Works Association (APWA)
- National Association of County Parks and Recreation Officials (NACPRO)

Notable award-winning projects include:

- Frisbie Park Expansion, Rialto
- Pikes Peak Park, Norco
- Lucinda Garcia Park, Monrovia
- Dolphin Park All-Abilities Playground, Carson
- Mercado Park, Perris
- California Citrus State Historic Park, Riverside
- Horseshoe Lake Park, Jurupa Valley
- Ayala Park, Bloomington
- Pico Park, Pico Rivera
- White Park, Riverside
- Aliso Viejo Ranch, Aliso Viejo
- Enchanted Hills Park, Perris
- Bob Belt's Beach Park, Needles
- Rancho Jurupa Park Expansion, Jurupa Valley
- Joe Sampson Park, Rialto
- Piru Skate Park, Piru, Ventura County
- Sycamore Highlands Park, Riverside

Community Outreach & Design for Playgrounds at Veterans Park & Maple Grove North Park

City of Cypress



Community Inspired Spaces

RJM DESIGN GROUP

June 18, 2026

Table of Contents

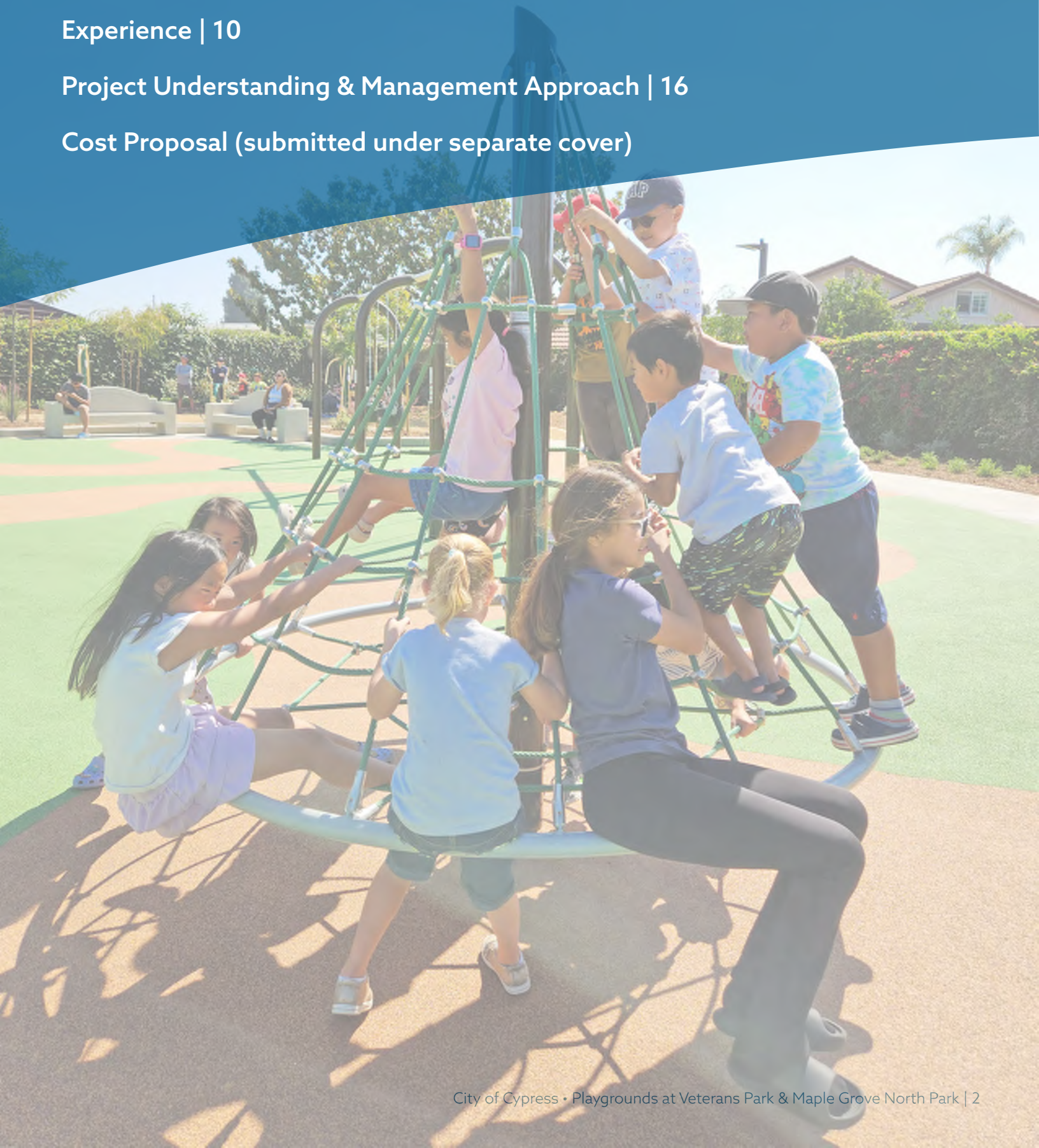
Cover Letter | 1

Firm Organization, Credentials, & Background | 2

Experience | 10

Project Understanding & Management Approach | 16

Cost Proposal (submitted under separate cover)



Cover Letter

31591 Camino Capistrano
San Juan Capistrano, CA 92675
www.RJMdesigngroup.com
(949) 493-2600 *phone* | (949) 493-2690 *fax*

Community Inspired Spaces
RJM DESIGN GROUP

June 18, 2026

Tony An, P.E.
Assistant City Engineer
City of Cypress
5275 Orange Avenue
Cypress, CA 90630

RE: RFQ – Community Outreach and Design for the Playground Equipment Replacement at Veterans Park and Maple Grove North Park

Dear Selection Committee:

RJM Design Group, Inc. is pleased to submit our qualifications to provide community outreach and design services for the playground equipment replacement projects at Veterans Park and Maple Grove North Park. RJM brings extensive experience designing and renovating playgrounds throughout Southern California, creating engaging, inclusive, and durable play environments that serve communities for years to come.

We understand the City's goal of replacing aging playground equipment with modern, ADA-accessible play environments that enhance recreational opportunities, improve accessibility, and provide safe, welcoming destinations for residents of all ages. Our team has extensive experience in creating exciting play areas while blending cost-conscious design solutions, integrating shade structures and site amenities, to provide complete construction documents for community park projects.

Community engagement is a key component of successful park design. RJM looks forward to working closely with City staff, residents, the Recreation and Community Services Commission, and City Council to develop conceptual alternatives that reflect community priorities while remaining responsive to project budgets and implementation goals. Our collaborative approach, combined with realistic cost estimating and strong project management, helps deliver projects that are both meaningful and achievable.

We appreciate the opportunity to submit our qualifications and look forward to partnering with the City of Cypress to create vibrant, accessible, and lasting playground environments at Veterans Park and Maple Grove North Park.

Sincerely,
RJM Design Group, Inc.



Zachary Mueting, LLA | Principal
zach@rjmdesigngroup.com | (949) 493-2600

Firm Organization, Credentials, & Background

Established in 1987, RJM Design Group has become a prominent, multi-disciplinary firm specializing in landscape architecture, planning, and design. We are committed to serving cities, public agencies, and organizations across California, by providing creative, sustainable solutions that address the unique needs of each community. Our team consists of skilled professionals with diverse backgrounds, including licensed landscape architects, designers, and planners. Known for our innovative designs, we have a strong ability to create community-inspired spaces that enhance the environment and bring people together. Each team member brings a wealth of knowledge and a passion for their craft, ensuring personalized, high-quality service at every stage of every project.

Firm Legal Name	RJM Design Group, Inc.
Type of Business	California Corporation, SBE
Number of Years in Business	39 Years (Since 1987)
Contact Information	(949) 493-2600
List of Owners	Larry P. Ryan — President, larryr@rjmdesigngroup.com Zachary Mueting — Secretary, zach@rjmdesigngroup.com
Principal Contact	Zachary Mueting / zach@rjmdesigngroup.com
License Numbers	License numbers are provided in team member resumes
Office Location	31591 Camino Capistrano, San Juan Capistrano, CA 92675
Firm Size	18 Personnel*
Personnel	(12) Licensed Landscape Architects, Project Managers (3) Technical Support (3) Administrative Support (3) Certified Arborists (2) FAA Part 107 Licensed Pilots ** Some individuals hold multiple licenses*



RJM Office | San Juan Capistrano, CA

Firm Organization, Credentials, & Background (continued)



City of Cypress
Public Works Department

RJM Design Group
Landscape Architecture and Design

Zachary Mueting
Principal-In-Charge

Andrew Steen
Associate
Landscape Architect

civTEC
Civil Engineering
Tom Carcelli

Glasir Design
Irrigation Design
Chris Curry

Firm Organization, Credentials, & Background (continued)



Zachary Mueting , LLA
Principal-in-Charge
RJM Design Group, Inc.

Zachary Mueting is a visionary landscape architect and urban designer with over a decade of experience creating sustainable and engaging outdoor spaces. His portfolio includes diverse projects, from public parks and recreational facilities to urban landscapes, all designed to foster community connection and environmental stewardship. With a passion for blending innovation and aesthetics, Zachary's work emphasizes collaboration and a deep understanding of community needs, resulting in spaces that inspire and endure.
Zachary's exceptional technical design skills and ability to lead project teams have been integral to his success in delivering complex, high-impact projects. He combines advanced proficiency in design software and sustainable practices with strategic project management, ensuring that each initiative is executed efficiently and to the highest standards.

Licenses
- Landscape Architect / CA 5731

Education
- Masters Degree, Landscape Architecture, California Polytechnic State University, Pomona
- Bachelor of Science, Information Technology, Colorado Technical University
- Bachelor of Science, Information Systems Management, Colorado Technical University

Parks
- Bartlett Park, Huntington Beach, CA
- Boulder Pond Park, Rancho Mission Viejo, CA
- Bommer Canyon Community Park, Irvine, CA
- Carriage Crest Park Expansion, Carson, CA
- Central Park Playground, Huntington Beach, CA
- Cherry Park, Lake Forest, CA
- Cordova Park Renovation, Mission Viejo, CA
- Crucero Park, Mission Viejo, CA
- Evans Park & Lyle Marsh Park, Menifee, CA
- Friendship Park, Buena Park, CA
- Grant Howald Park, Newport Beach, CA
- Heroes Park, Lake Forest, CA
- Irby Park, Huntington Beach, CA
- Murdy Park, Huntington Beach, CA
- Pavion Park, Mission Viejo, CA
- Peace Park Playground, Long Beach, CA
- Pinehurst Park, Chino Hills, CA
- Portola Park, Lake Forest, CA
- RC Central Park, Rancho Cucamonga, CA
- San Carlo & Valencia Parks Rehabilitation, Irvine, CA
- Seaside Park, Long Beach, CA
- Sea Terrace Park, Dana Point, CA
- Serrano Creek Park, Lake Forest, CA
- Tewinkle Park, Costa Mesa, CA
- Whispering Hills Park, Lake Forest, CA
- Worthy Park Renovation, Huntington Beach, CA
- Yorba Linda Adventure Playground, Yorba Linda, CA
- 17th Street Park, Huntington Beach, CA



Andrew Steen, LLA
Associate Landscape Architect
RJM Design Group, Inc.

Andy Steen has been a dedicated member of RJM Design Group since 2014, bringing over 20 years of experience as a licensed Landscape Architect and certified arborist. With a strong background in landscape materials, construction, and detailing, Andy has developed a unique approach to blending traditional techniques with innovative, modern design ideas. His expertise spans across a wide range of projects, with a particular focus on imaginative and exciting playground design, where his design solutions emphasize both functionality and aesthetic appeal. Known for his exceptional project management skills, Andy ensures projects are completed on time and within budget while maintaining the highest quality standards. His extensive knowledge of plant species and horticulture further enriches his designs, allowing him to create sustainable, thriving landscapes. Andy's depth of experience and commitment to excellence make him an invaluable asset to any project.

Licenses
- Landscape Architect / CA 5858
- Certified Arborist WE-9969A
- Tree Risk Assessment Qualification
- FAA 107 Licensed Remote Drone Pilot
- Certified Playground Safety Inspector

Education
- Bachelor of Science, Environmental Planning and Design, Landscape Architecture, Rutgers University, State University of New Jersey

Parks
- Borrego Canyon Overlook Park, Lake Forest, CA
- Boulder Pond Park, Rancho Mission Viejo, CA
- Carriage Crest Park, Carson, CA
- Cherry Park, Lake Forest, CA
- Cordova Park, Mission Viejo, CA
- Darrin Park, Lake Forest, CA
- Great Park Bosque Playground, Irvine, CA
- Jaswant Singh Khalra Tot Lot Replacement, Fresno, CA
- Larry Gury Community Park, Sacramento, CA
- Los Serranos Park, Chino Hills, CA
- Mile Square Park Golf Course Conversion, County of Orange, CA
- Murdy Park, Huntington Beach, CA
- Nottoli Community Park, Sacramento, CA
- Pinehurst Park, Chino Hills, CA
- Portola Park, Lake Forest, CA
- Premier Park, Stanton, CA
- Vintage Park, Lake Forest, CA
- Worthy Park, Huntington Beach, CA
- Yorba Linda Adventure Playground, Yorba Linda, CA
- 17th Street Park, Huntington Beach, CA

Firm Organization, Credentials, & Background (continued)

Tom Carcelli
civTEC
Civil Engineer

Tom Carcelli has over 25 years of experience in the civil engineering field with particular emphasis on parks and recreation, commercial/industrial, education and public works projects. His extensive design and management experience in all phases of civil engineering for land development projects throughout Southern California includes grading, water quality, hydrology, hydraulics, storm drain, water/sewer, survey/mapping and street design. Tom has been in charge as a project manager on over 100 projects from master planning to construction with RJM Design Group over the past 20 years.

Education

- BS, Civil Engineering, University of California, Irvine, 1988
- Masters in Architecture, California State Polytechnic University, Pomona, 1994

Licenses

- Registered Civil Engineer/CA #81640
- Qualified SWPPP Developer (QSD) — C-81640

Parks

- Arbors Mini Park, Irvine, CA
- Bommer Canyon Community Park, Irvine, CA
- Boulder Pond Park, Rancho Mission Viejo, CA
- Carriage Crest Park, Carson, CA
- Central Park Master Plan, Rancho Cucamonga, CA
- City Park Master Plan, Corona, CA
- Conservation Park, Ontario, CA
- Cordova Park, Mission Viejo, CA
- Crucero Park, Mission Viejo, CA
- Dick Clark Dog Park, Burbank, CA
- El Dorado Park Universal Playground, Mission Viejo, CA
- Encinitas Community Park, Encinitas, CA
- George Izay Park, Burbank, CA
- Grant Howald Park, Newport Beach, CA
- Hart Park, Irvine, CA
- Joe Balderrama Park, Oceanside, CA
- Los Serranos Park, Chino Hills, CA
- Murdy Park, Huntington Beach, CA
- Peace Park, Long Beach, CA
- Peter F. Schabarum Dog Park, Los Angeles, CA
- Portola Park, Lake Forest, CA
- Premier Park, Stanton, CA
- Veeh Ranch & San Remo Park Rehabilitation, Laguna Hills
- Veterans Memorial Park, Carlsbad, CA
- Yorba Linda Adventure Playground, Yorba Linda, CA

Chris Curry
Glasir Design
Irrigation Design

GLASIR DESIGN

Chris Curry is an irrigation sub-consultant who understands the Model Water Efficiency Landscape Ordinance to determine the water use for a project and in-turn design the irrigation system to meet the requirements of the Ordinance. He is familiar with new water savings technology to meet the allowable water use requirements. Glasir Design will ensure the project shows the planting hydro zones to be compatible with the irrigation design. For the past 10 years Chris has prepared irrigation plans for RJM park projects. Chris has over 19 years' experience in irrigation design, landscape architecture, and landscape construction. His focus is on the efficient use of water in the landscape. He has been rewarded for his efforts by being chosen by the United States Environmental Protection Agency as the WaterSense Irrigation Partner of the year for 2011.

Education

- B.S. Landscape Irrigation Science / California Polytechnic University, Pomona, CA

Relevant Project Experience

- Admiral Kidd and Seaside Park Field Renovations, Long Beach, CA
- Bonita Creek Field Renovation, Newport Beach, CA
- Central Park Master Plan Revision, Rancho Cucamonga, CA
- Central Park Tennis Complex, Santa Clarita, CA
- Drake Soccer Field, Long Beach, CA
- Fillmore Aquatics & Tennis Complex, Fillmore, CA
- Ford Park Aquatic Center, Bell Gardens, CA
- Gardena Community Aquatics & Senior Center, Gardena, CA
- Grand Avenue Park, Chino Hills, CA
- Grant Howald Park, Newport Beach, CA
- Lake Forest Sports Park, Lake Forest, CA
- Los Amigos Park, Rancho Cucamonga, CA
- North Beach Improvements, Lake Mission Viejo Association, CA
- Portola Park & Dog Park, Lake Forest, CA
- Redhawk (Dog) Park Improvements, Temecula, CA
- Santa Clarita Sports Complex & Aquatic Center, Santa Clarita, CA
- Santa Monica Civic Center Sports Fields, Santa Monica, CA
- Worthy Park Renovation, Huntington Beach, CA
- Yorba Linda Adventure Play, Yorba Linda, CA

Project Experience



Cherry Park | Lake Forest, CA
(RJM Project – Before)


Cherry Park | Lake Forest, CA
(RJM Project – After)


Darrin Park | Lake Forest, CA
(RJM Project – Before)


Darrin Park | Lake Forest, CA
(RJM Project – After)


Worthy Park | Huntington Beach, CA
(RJM Project – Before)


Worthy Park | Huntington Beach, CA
(RJM Project – After)


Pavion Park | Mission Viejo, CA
(RJM Project – Before)


Pavion Park | Mission Viejo, CA
(RJM Project – After)







Boulder Pond Park

Rancho Mission Viejo, CA

Project Completed:	2025
Project Size:	10.6 acres
Design Cost:	$826,000
Construction Cost:	$7.1M

Client Reference

Jennifer Taylor
Senior Director Amenity and Landscape Design
City of Rancho Mission Viejo
(949) 240-3363 | jtaylor@ranchomv.com

Project Summary

Boulder Pond Park, located within a newly developed residential community in Rancho Mission Viejo, serves as a key recreational hub for residents of all ages, including an age-qualified 55+ neighborhood and multi-generational homes. Positioned along a main corridor, the park was designed to enhance community connections while integrating seamlessly with the adjacent pool facility. The project incorporates hillside-stabilizing plants for erosion control, while walking paths foster connectivity between neighborhoods and amenities.

The park offers a mix of passive and active recreation, highlighted by a striking split-level pond with a cascading waterfall, two docks for relaxation and interaction with the water, and a fish habitat for ecological balance. A nature-themed playground features water-inspired rubber surfacing and custom play elements, while seating areas, shaded gathering spaces, and site furnishings enhance comfort and usability. Several heritage oak trees were transplanted from within the development, providing instant shade and maturity to the landscape. Sustainability and environmental responsibility were central to the design, with a planting palette emphasizing native and low-water-use species to meet fuel modification requirements and ensure long-term resilience. By blending natural beauty with functional, multi-generational recreation, Boulder Pond Park transforms a challenging site into a dynamic and welcoming community destination.

Project Team

Principal:	Zachary Mueting
Project Manager:	Erik Curran
	Andy Steen







Cherry Park Renovation

Lake Forest, CA

Project Completed:	2021
Project Size:	4.5 acre
Design Cost:	$80,000
Construction Cost:	$1.75M

Client Reference
Douglas A. Erdman, P.E.
Assistant City Engineer/
Engineering Services Manager
City of Lake Forest
(949) 282-5233 | derdman@lakeforestca.gov

Project Summary

As part of a massive overhaul of their existing park system, the City of Lake Forest elected RJM Design Group to redesign and renovate ten parks throughout the municipality. RJM kicked off the project by holding a series of community workshops to solicit ideas from residents for the desired amenities in their neighborhood parks.

RJM developed conceptual designs for the ten parks with the input from the community, which were reviewed, refined, and approved by the City prior to the start of construction document development. Bid documents were put together in an expeditious manner, allowing the City to prioritize the renovation of each park in a balanced schedule.

Cherry Park acted as the crown jewel of the renovations, designed to be an all inclusive facility for residents of all abilities to enjoy. The playful design boasts a variety of activities, and a splash of color, thrilling visitors of all ages, and drawing them into the fun.

Project Team

Principal:	Larry Ryan
Project Manager:	Andy Steen







Great Park Bosque Playground

Irvine, CA

Project Completed:	Anticipated 2026
Project Size:	0.94 acres
Design Cost:	$157,000
Construction Cost:	$2.6M

Client Reference
Chris Slama
Director of Community & Library Services
City of Irvine
(949) 724-6692 | cslama@cityofirvine.org

Project Summary

In an effort to provide more recreational amenities to the neighborhoods surrounding the northern portion of the Great Park known as the Bosque, the City of Irvine envisioned an adventure-styled playground oasis nestled within this naturalized landscape setting. Designed to inspire exploration, discovery, and active play, this spectacular playground includes a double zipline, hillside slides and climbers, a balance course for tots, challenging nest climbers for school-age children, multi-user spinners, and a wide variety of swings for all ages. The play area is uniquely situated across two terraces, creating opportunities for families to spread out, explore, and "whoosh" down the 10-foot-high embankment slides that connect the upper and lower levels.

Beyond its adventurous features, the playground is thoughtfully integrated into the surrounding Bosque. Lush shade tree plantings and conversational seating areas provide comfortable spots for rest, socializing, and family gatherings, while open sightlines ensure safety and visibility throughout the space. The design celebrates the natural topography and character of the park, transforming it into a vibrant recreational destination where kids and adults alike can play, relax, and connect with nature.

Project Team

Principal:	Zachary Mueting
Project Manager:	Andy Steen

Community Inspired Spaces
RJM DESIGN GROUP







Crucero Park

Mission Viejo, CA

Project Completed:	2026
Project Size:	1.87 acres
Design Cost:	$92,000
Construction Cost:	$1.6M

Client Reference

Jerry Hill
Assistant City Manager
City of Mission Viejo
(949) 470-3085 | JHill@cityofmissionviejo.org

Project Summary

Crucero Park was redesigned to modernize the existing playground and address long-standing functional issues while enhancing overall park amenities. The project included updated play equipment, shade sails, rubberized surfacing, new seating locations, and refreshed planting, irrigation, and a bioinfiltration area. A major priority was resolving significant drainage problems in the original playground; this was accomplished through regrading and replacing the sand surfacing with a rubberized system to improve accessibility, safety, and long-term performance. The redesigned playground now serves a range of age groups, with dedicated equipment for toddlers, ages 2–5, and ages 5–12, along with a small sand play area to support tactile play.

A second phase expanded improvements beyond the playground, extending a concrete sidewalk around the north end of the park and creating seating nodes along the expansive turf lawn. This phase also introduced new lighting and updated planting to improve comfort, safety, and usability throughout the park. Together, the two phases transformed Crucero Park into a more functional, inclusive, and welcoming community space for families and visitors of all ages.

Project Team

Principal:	Larry Ryan
Project Manager:	Eric Chastain
	Sara Ryan

Community Inspired Spaces
RJM DESIGN GROUP







Premier Park Renovation

Stanton, CA

Project Completed:	2024
Project Size:	0.9 acre
Design Cost:	$96,980
Construction Cost:	$1.2 M

Client Reference

Han Sol Yoo
Associate Engineer, Public Works Engineering
City of Stanton
(714) 890-4204 | hyoo@stantonca.gov

Project Summary

Premier Park, located at 8340 Briarwood Street in the City of Stanton, is a 0.90-acre recreational park that was in need of renovations. The City of Stanton elected RJM Design Group to redesign and renovate Premier Park based on feedback from the community.

The park renovation that includes new tree house themed play equipment and surfacing with integrated shade and seating areas, dynamic exercise equipment, half-court basketball court, concrete walking pathways, split-rail fences, new irrigation system, sodded turf areas, security lighting, and California Friendly landscape plant material.

The park had its Grand Opening in October of 2024 and continues to be a well-visited park for Stanton residents and the local community.

Project Team

Principal:	Larry Ryan
Project Manager:	Andy Steen

Community Inspired Spaces
RJM DESIGN GROUP

Project Understanding & Management Approach

APPROACH & UNDERSTANDING

RJM Design Group understands the City's goal of replacing and modernizing the playground facilities at Veterans Park and Maple Grove North Park with safe, inclusive, and engaging recreational environments. We recognize that the project extends beyond playground replacement and includes the opportunity to enhance accessibility, user comfort, shade, site amenities, and overall park experience while maintaining alignment with the City's budget. Our team understands the importance of delivering separate construction-ready documents for each park while providing accurate cost estimates and practical solutions that maximize long-term value for the City.

To achieve these objectives, RJM will lead a collaborative planning and design process beginning with a comprehensive assessment of existing site conditions, identifying opportunities and constraints at each site. We will engage residents, City staff, the Recreation and Community Services Commission, and City Council through a combination of community workshops, online outreach, and stakeholder presentations to ensure the final designs reflect the needs and desires of the community. Using this feedback, RJM will develop multiple conceptual alternatives for each park, refine the preferred design through ongoing coordination with City staff, and prepare complete construction documents that meet current accessibility, safety, and City standards. Our goal is to provide a seamless process from community visioning through bid-ready construction documents.

TASK 1 — PROJECT INITIATION & SITE ASSESSMENT

To initiate the design process, RJM will conduct a project kickoff meeting with City staff to review the goals, schedule and order of communication between the design team and the City, in addition to discussing design limitations and City regulatory requirements. At this time, we can also perform thorough field reviews of the existing conditions with site visits at each of the two parks. To dive deeper into the process, we will conduct a visual field investigation to photo document existing conditions including public entry points and circulation patterns, ADA site access, sun exposure, and any potential conflicts. During our field investigation, we will also analyze how the space is currently being used, accessed, and experienced by the community. An aerial topographic and boundary survey with 1 foot contours will be conducted to be used as the base map for the design of the project. A field survey to complement the aerial survey will be performed before the start of Construction Documents to ensure that all join conditions are addressed for ease of constructability and accessibility.

MEETINGS:	*One (1) Project Kickoff Meeting*
DELIVERABLES:	*Aerial Survey*
	Site Analysis Exhibits

Project Understanding & Management Approach (continued)

TASK 2 — COMMUNITY OUTREACH & CONCEPT DEVELOPMENT

With sound base information, RJM can generate a site plan and conceptual amenity option boards that can be presented to the community for their feedback. RJM will facilitate two community workshop meetings, one for each park, that will allow residents the opportunity to provide input on the play features and park elements to truly give the community the opportunity to help design "their" park. In addition, RJM will produce a project website for each park that will host an online survey soliciting feedback from residents who are unable to attend the in-person workshops. The project websites will include project updates and can be shared by the City through their own social media channels to ensure clear communication with the whole community. RJM will then prepare a summary of the feedback received in order to develop our preliminary design layouts.

RJM will develop three (3) preliminary design concept/site plans for each park that are reflective of the community feedback received in concert with the site opportunities/constraints. We will incorporate universal design principles to accommodate all user groups and prepare a complete conceptual design package identifying the play surfacing, play equipment elements, accessible path of travel and identify any other site improvements that should be included within the project scope, (i.e. replacement of site furnishings, seating, picnic amenities, landscape improvements, etc.). This conceptual design package will be shared with City staff for review and comment and RJM will revise the conceptual design to the comments received. These revised conceptual designs complete with 3D layouts of the play equipment, can then be presented to the Recreation and Community Services Commission as well as City Council for review, discussion and ultimately selection. With City Council approval of the conceptual design layout we can proceed into the next phase of construction document preparation.

MEETINGS:	*Two (2) Community Workshop Meetings*
	One (1) City Staff Review Meeting
	One (1) Recreation and Community Services Commission
	One (1) City Council Presentation
DELIVERABLES:	*Community Workshop Presentation with Option Boards*
	Project Websites with Online Survey
	Community Outreach Summary
	Three (3) Conceptual Design Layouts for Each Park
	Refined Conceptual Design Package
	Refined 3D Rendered Images of Play Equipment
	Preliminary Cost Estimate

Project Understanding & Management Approach (continued)

TASK 3 — FINAL DESIGN & CONSTRUCTION DOCUMENTS

Upon approval of the conceptual design package, RJM Design Group will proceed with the preparation of comprehensive Construction Documents, advancing directly to the 90% progress milestone. Every progress submittal will include the project plans, technical specifications in Microsoft Word format, and project cost estimate in Microsoft Excel (Plans, Specifications, and Estimate – PS&E). Construction documents will be developed in AutoCAD with plans comprising of a demolition plan, grading and drainage plans, site construction plan, and all necessary construction details.

Technical Specifications will be formatted in the City of Cypress Brown Book Specifications as well as the Standard Specifications for Public Works Construction "Greenbook" organization. All plans, specifications, and details will comply with ASTM F1487, ASTM 1951, ADA Standards for Accessible Design, and all applicable federal, state, and local codes. All designs will optimize constructability and cost efficiency while ensuring compliance with City standards and all regulatory requirements. Cost saving options such as City direct purchase or other cooperative buying agreements will be presented with cost estimates that recognize current market trends and potential escalations.

The 90% progress PS&E will be submitted to City staff for their review and comment followed by a review meeting to examine the comments provided. The final 100% complete submittal package will incorporate City review comments, and quality assurance/quality control reviews will be performed internally prior to each submittal to verify compliance with accessibility, safety, and City standards prior to each submittal. An additional review meeting after the 100% complete submittal can be coordinated to incorporate any final revisions to ensure the construction documents are ready for bidding.

MEETINGS:	*90% Progress PS&E Virtual Review Meeting*
	100% Complete PS&E Virtual Review Meeting
DELIVERABLES:	*90% Progress PS&E Construction Document Submittal*
	100% Complete PS&E Construction Document Submittal

PROJECT MANAGEMENT

RJM will develop a detailed project schedule at project initiation that identifies all major milestones, community outreach activities, City review periods, stakeholder presentations, and construction document submittals. During the kickoff meeting, we will work closely with City Staff to confirm project priorities, establish communication protocols, identify critical path items, and define key decision points. Throughout the design process, RJM's project manager will serve as the primary point of contact, facilitating regular coordination with City staff to review progress, discuss design considerations, address comments, and proactively resolve issues before they impact the schedule. We will continuously monitor project progress against established milestones, provide schedule updates at each project meeting, and adjust timelines as necessary to accommodate stakeholder input, City review comments, or unforeseen site conditions. Through proactive project management, clear communication, and close collaboration with City Staff, RJM will maintain project momentum and ensure the successful delivery of community-supported, bid-ready construction documents.

Project Understanding & Management Approach (continued)

QUALITY ASSURANCE / QUALITY CONTROL

RJM maintains a rigorous QC/QA program that is integrated throughout the design process to ensure the delivery of accurate, coordinated, and constructible documents. Quality control begins at project initiation with the establishment of project-specific design criteria, code requirements, accessibility standards, and City design standards. Throughout each phase of the project, the project manager coordinates regular internal reviews to verify consistency between the design intent, community feedback, cost estimates, and project budget. Prior to each major submittal, including the conceptual design package, 90% PS&E, and 100% PS&E, senior staff not directly responsible for daily production conduct independent QA reviews to evaluate plan completeness, technical accuracy, constructability, ADA compliance, and conformance with applicable ASTM standards, City requirements, and industry best practices.

Our QC/QA process also includes interdisciplinary coordination reviews, document cross-checking, and cost estimate reconciliation to identify and resolve potential conflicts before submittal. By combining experienced technical oversight, multiple levels of review, and proactive coordination with City Staff, RJM consistently delivers high-quality construction documents that minimize change orders, reduce construction risk, and support a smooth bidding and implementation process.

QUALITY ASSURANCE / QUALITY CONTROL

A key differentiator of RJM's team is the specialized playground expertise provided by Andy Steen, who will serve as Project Manager for this effort. Andy is a Certified Playground Safety Inspector (CPSI), providing the project with an in-depth understanding of playground safety requirements, risk management, accessibility standards, and industry best practices. His expertise allows RJM to evaluate existing playground conditions, guide the selection and layout of play equipment, and ensure that all proposed improvements comply with ASTM standards, ADA requirements, and current playground safety guidelines. By combining technical playground knowledge with extensive experience in park planning and community engagement, RJM is uniquely qualified to deliver safe, inclusive, and community-supported playground environments that provide long-term value to the City of Cypress.



MacArthur Park | Long Beach, CA
(RJM Project)

Contract Exceptions

RJM DESIGN GROUP, INC. has established a reputation of integrity and professionalism within the landscape architecture industry. Our due diligence in performing client services begins with proposal preparation, contract review and negotiation, and carries through to project completion.

We have reviewed the Standard City Contract Services Agreement for the Veterans Park and Maple Grove North Park project with the City of Cypress. As part of this review, we identify items which may not conform to the terms of our insurance coverage and/or to California Civil Code section 2782.8 which regulates contracts between public agencies and design professionals. Upon selection for this project, we would like to request the following modifications pertaining to the Agreement in order to arrive at mutually agreeable terms. All suggested additions and/or deletions to the contract language are in blue.

Page 12 - Article 1. SERVICES OF CONTRACTOR, 1.1 Scope of Services. (lines 4-5):

... As a material inducement to the City entering into this Agreement, Contractor represents ~~and warrants~~ that it has the qualifications, experience, and facilities necessary to properly perform ...

Page 12 - Article 1. SERVICES OF CONTRACTOR, 1.1 Scope of Services. (line 9):

... described herein. Contractor covenants that it shall follow ~~the highest~~ professional standards ...

Page 13 - Article 1. SERVICES OF CONTRACTOR, 1.1 Scope of Services. (lines 1-3):

... quality as well as fit for the purpose intended. ~~For purposes of this Agreement, the phrase "highest professional standards" shall mean those standards of practice recognized by one or more first-class firms performing similar work under similar circumstances.~~

Page 13 - Article 1. SERVICES OF CONTRACTOR, 1.3 Compliance with Law. (line 2):

... accordance with, ~~all~~ applicable ordinances, resolutions, statutes, rules, and regulations of the ...

Page 13 - Article 1. SERVICES OF CONTRACTOR, 1.5 Familiarity with Work. (lines 1 & 5):

By executing this Agreement, Contractor ~~warrants~~ represents that Contractor ...

... work upon any site, Contractor ~~warrants~~ represents that Contractor has or will investigate ...

Page 15 - Article 2. COMPENSATION AND METHOD OF PAYMENT, 2.3 Reimbursable Expenses. (lines 5 & 8):

... attendance of Contractor at all project meetings reasonably deemed necessary by the City, as set forth in Exhibit "A" Scope of Services. ...

... ~~not~~ be entitled to ~~any~~ additional compensation for attending said meetings.

Page 18 - Article 5. INSURANCE AND INDEMNIFICATION, 5.1 Insurance Coverages. (lines 3-4):

... thereof, the following policies of insurance which shall cover all elected and appointed officers, and employees ~~and agents~~ of City: ...

Page 19 - Article 5. INSURANCE AND INDEMNIFICATION, 5.1 Insurance Coverages. (c) (lines 1-2, 4-5):

Automotive Insurance (Form CA 0001 (Ed 1/87) including "any auto" ~~and endorsement CA 0025 or equivalent~~ or "hired and non-owned auto" if no autos are owned). A policy of ...

... $1,000,000. Said policy shall include coverage for owned (if any), non-owned, leased, or hired cars ~~and any automobile~~.

Page 19 - Article 5. INSURANCE AND INDEMNIFICATION, 5.2 General Insurance Requirements., paragraph 2 (line 3):

... by certified mail return receipt requested to the City or ten (10) days notice if due to non-payment of premium. In the event any of said policies of insurance ...

Contract Exceptions (continued)

Page 20 - Article 5. INSURANCE AND INDEMNIFICATION, 5.2 General Insurance Requirements., paragraph 1 (line 5):

... NAMED HEREIN, OR TEN (10) DAYS NOTICE IF DUE TO NON-PAYMENT OF PREMIUM.

Page 20 - Article 5. INSURANCE AND INDEMNIFICATION, 5.2 General Insurance Requirements., paragraph 2 (line 1):

City, its respective elected and appointed officers, directors, officials, employees, ~~agents~~ ...

Page 20 - Article 5. INSURANCE AND INDEMNIFICATION, 5.3 Indemnification. (lines 2 & 6-7):

... harmless the City, its officers, and employees ~~and agents~~ ("Indemnified Parties") against, and ...
... liabilities") that may be asserted or claimed by any person, firm or entity arising out of ~~or in connection with~~ the negligent performance of the work, operations or activities provided ...

Page 21 - Article 5. INSURANCE AND INDEMNIFICATION, 5.3 Indemnification. (a) (line 2):

... said claims or liabilities and will pay all costs and expenses, including legal costs and reasonable attorney's ...

Page 21 - Article 5. INSURANCE AND INDEMNIFICATION, 5.3 Indemnification. (b) (lines 2 & 4):

... officers, ~~agents~~ or employees for any such claims or liabilities arising out of ~~or in connection with~~ ...
... hereunder; and Contractor agrees to save and hold the City, its officers, ~~agents,~~ and employees ...

Page 21 - Article 5. INSURANCE AND INDEMNIFICATION, 5.3 Indemnification. (c) (lines 1, 3, 5-6):

In the event the City, its officers, ~~agents~~ or employees is made a party to ...
... arising out of ~~or in connection with~~ the negligent performance of or failure to perform ...
... ~~agents~~ or employees, any and all costs and expenses incurred by the City, its officers, ~~agents~~ or employees in such action or proceeding, including but not limited to, legal costs and reasonable attorney's ...

Page 21 - Article 5. INSURANCE AND INDEMNIFICATION, 5.3 Indemnification. (c) paragraph 2 (line 7):

... as a result of City's ~~sole~~ negligence or willful acts or omissions, but, to the fullest extent ...

Community Inspired Spaces

RJM DESIGN GROUP

Community Inspired Spaces

RJM Design Group, Inc.
31591 Camino Capistrano
San Juan Capistrano, CA 92675
rjm@rjmdesigngroup.com
www.RJMdesigngroup.com
[949] 493-2690 *fax*
[949] 493-2600 *phone*

CITY OF CYPRESS

CITY COUNCIL REPORT

City Council Regular **7.**

FROM: Nick Mangkalakiri, Director of Public Works

DATE: 07/14/2026

SUBJECT: **Accept the Traffic Signal Improvements at Valley View Street and Plaza Drive, Project 353**

RECOMMENDATION

1. Accept the Traffic Signal Improvements at Valley View Street and Plaza Drive, Project 353, in the amount of $91,875 and approve the final payment of $4,593.75 to Yunex, LLC.; and

2. Authorize the City Clerk to file a Notice of Completion with the County Recorder.

DISCUSSION

In January 2025, the City Council awarded a construction contract to Yunex, LLC to install a new traffic signal pole and upgrade existing equipment with new signal heads, accessible pedestrian push buttons, traffic monitoring cameras, vehicle detection loops, safety light fixtures, and other items to improve the efficiency of the intersection at Valley View Street and Plaza Drive. Due to the long lead time for the traffic signal pole, the project started in April 2026 and was completed in May 2026, within the approved budget. The improvements were funded by Goodman North America as part of the conditions of approval for their project at 5757 Plaza Drive.

Public Works will release the Labor and Materials Bond and the Faithful Performance Bond upon expiration of the required lien period.

BUDGET IMPACT

The estimated cost of construction and inspection was $113,710, and final project costs total $99,336.72, as summarized in the attached table. Sufficient amounts are budgeted in the City's Lighting District Fund, which was funded by Goodman North America for signal improvements associated with the 5757 Plaza Drive development.

LEGAL REVIEW

The City Attorney has reviewed this staff report.

APPROVED BY: Shannon DeLong, City Manager

Attachments

Project Cost Table

PROJECT COST TABLE

Traffic Signal Improvements at Valley View Street and Plaza Drive
Project 353

Item Description	Original Amount	Actual Expenditures	Difference
Construction			
Furnish & installation	$ 79,875.00	$ 79,875.00	$ -
Construction Contingency	$ 12,000.00	$ 12,000.00	$ -
Sub-total Construction	$ 91,875.00	$ 91,875.00	$ -
Construction Management & Inspection			
Inspection	$ 19,035.00	$ 7,461.72	$ 11,573.28
Inspection Contingency	$ 2,800.00	$ -	$ 2,800.00
Sub-total CM & Inspection	$ 21,835.00	$ 7,461.72	$ 14,373.28
Total Project	**$ 113,710.00**	**$ 99,336.72**	**$ 14,373.28**

CITY OF CYPRESS

CITY COUNCIL REPORT

City Council Regular **8.**

FROM: Nick Mangkalakiri, Director of Public Works

DATE: 07/14/2026

SUBJECT: **Acceptance of Sidewalk Easement at 10652 Walker Street.**

RECOMMENDATION

1. Accept a Grant of Permanent Easement for public sidewalk from North Bayport Industrial Park II, LTD., located at 10652 Walker Street; and

2. Authorize the City Manager to execute the Certificate of Acceptance and direct the City Clerk to record the easement document with the County Recorder.

DISCUSSION

The Tuffli Company (Tuffli), a private real estate investment, asset management, and land development firm, is relocating its corporate headquarters from Torrance to 10652 Walker Street in Cypress. The property is owned by North Bayport Industrial Park II, LTD.

As part of Tuffli's tenant improvement project, Public Works identified the need for sidewalk and curb ramp improvements along Walker Street at Executive Drive to provide ADA-compliant pedestrian access. Construction of these improvements requires a permanent public sidewalk easement from the property owner, who has agreed to grant the easement to the City.

Acceptance of the Grant of Permanent Easement will allow the City to maintain public access to the new ADA-compliant sidewalk and curb ramp improvements.

BUDGET IMPACT

There is not any impact to the City's budget. The property owner is responsible for the construction cost of the sidewalk improvements. After installation of the Improvements, the City will be responsible for any maintenance, repair, or replacement activity.

LEGAL REVIEW

The City Attorney has approved the easement as to form.

APPROVED BY: Shannon DeLong, City Manager

Attachments

Grant Easement

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

City of Cypress
City Clerk
5275 Orange Avenue
Cypress, California 90630

APN 241-112-08
Exempt from Doc. Transfer Tax per R&T Code §11922

SPACE ABOVE RESERVED FOR RECORDER'S USE
Exempt from recording fees per Govt Code 6103 & 27383

GRANT OF PERMANENT EASEMENT
(Sidewalk Improvements)

This Grant of Permanent Easement ("**Agreement**") is made this _____ day of ____, 2026 by North Bayport Industrial Park II, Ltd., a Texas limited partnership ("**Grantor**") in favor of the City of Cypress, a California charter city ("**Grantee**"). Grantor and Grantee may separately and collectively be referred to herein as "**Party**" and/or "**Parties**".

RECITALS

A. Grantor owns that certain real property located at 10652 Walker Street in the City of Cypress, County of Orange, State of California (APN 241-112-08) (the "**Property**").

B. The Property is the servient tenement for the Easement (defined below) granted in this Agreement.

C. Grantor has applied for site plan approval for the development of the Property and, in connection therewith, Grantee has required Grantor to expand the existing sidewalk on the southwest side of the Property ("**Sidewalk Expansion**") to provide required ADA clearance around an existing light pole and fire hydrant and to bring that portion of the sidewalk into compliance with the Americans with Disabilities Act of 1990 (the "**Act**").

D. Grantor agrees to grant to Grantee an easement for the Sidewalk Expansion and related improvements in, on and about the southwest Property as legally described on Exhibit A and further visually depicted on Exhibit B, attached hereto and incorporated herein ("**Sidewalk Easement Area**").

NOW, THEREFORE, for a valuable consideration the receipt of which is hereby acknowledged, Grantor and Grantee agree as follows:

1. Recitals. The above Recitals are true and correct and are incorporated herein.

2. **Effective Date; Duration.** This Agreement shall be effective ("**Effective Date**") upon recordation in the Official Records of Orange County ("**Official Records**"). This Agreement shall remain in full force and effect in perpetuity.

3. **Grant of Easement.** Grantor hereby grants and conveys to Grantee a non-exclusive, perpetual public use easement over the Sidewalk Easement Area for the purpose of public pedestrian access and use (the "**Easement**"). Grantor, its successors, assigns, tenants, licensees, and invitees shall retain the right to use the Sidewalk Easement Area consistent with its public pedestrian purpose. Grantee's acceptance of the Easement constitutes Grantee's acceptance of jurisdiction over the Sidewalk Easement Area for public sidewalk purposes.

4. **Construction of Improvements.** Grantor, at Grantor's sole cost and expense, shall construct the sidewalk improvements and related appurtenances (collectively, "**Improvements**") in accordance with the plans and specifications reasonably approved by Grantee and in a good and workmanlike manner in compliance with all applicable permits and the Act. Upon completion of the Improvements and Grantee's acceptance thereof, all the Improvements shall be owned by Grantee free and clear of any and all liens.

5. **Maintenance of the Easement Area.** After installation of the Improvements and Grantee's acceptance of same, Grantee shall be responsible for (a) maintaining the Sidewalk Easement Area and all Improvements in good order, condition and repair, and in compliance with the Act; (b) promptly repairing any and all damage to the Property and Improvements thereon arising from Grantee's exercise of its rights hereunder or the ordinary public use of the Sidewalk Easement Area, ordinary wear and tear excluded; (c) restoring the Property, including any landscaping or surface improvements disturbed thereby, to substantially the same condition existing prior to any maintenance, repair, or replacement activity undertaken by Grantee within the Sidewalk Easement Area, ordinary wear and tear excluded.

6. **Non-Interference.** Grantor agrees not to construct or permit the construction of any building, structures, permanent or temporary barriers, fences, or obstructions of any kind or nature that interfere with or obstruct the function or use of the Sidewalk Easement Area for the purposes described in this Agreement.

7. **Grantor Representations and Warranties.** Grantor represents and warrants to Grantee that, as of the Effective Date, Grantor has authority to execute this Agreement.

8. **Modification or Amendment.** This Agreement may only be amended or modified in writing executed by Grantor and Grantee and recorded in the Official Records of Orange County.

9. **Notice.** Any notice, demand, request, consent, approval, or communication that either Party desires or is required to give to the other shall be in writing and be served personally, sent overnight by a national overnight delivery service or sent by first class mail, postage prepaid, addressed as follows:

To Grantor:	North Bayport Industrial Park II, Ltd. 2245 W. 190th Street Torrance, California 90504 Attn: Brandon Morrell
To Grantee:	City of Cypress 5275 Orange Avenue Cypress, California 90630 Attn: Director of Public Works
With a Copy to:	Aleshire & Wynder, LLP 5275 Orange Avenue Cypress, California 90630 Attn: City Attorney

or to such other address as either Party shall designate by written notice to the other. Notice shall be deemed effective (i) upon delivery in the case of personal delivery; (ii) upon the day following deposit with the overnight delivery service; or, (iii) three (3) business days after deposit in the United States mail.

10. Entire Agreement. This Agreement together with the exhibits hereto, each of which are incorporated herein by this reference, constitutes the entire agreement of the Parties with respect to the subject matter hereof and supersedes all prior oral or written agreements with respect to same.

11. Governing Law; Venue. This Agreement shall be construed in accordance with the laws of the State of California in effect at the time it is recorded, and the jurisdiction for any action shall be in Orange County.

12. Attorney's Fees. In the event of any litigation or other legal proceeding including, but not limited to, arbitration or mediation between the Parties arising from this Agreement, the prevailing Party will be entitled to recover, in addition to any other relief awarded or granted, its reasonable costs and expenses (including attorney's fees) incurred in the proceeding.

13. Construction. This Agreement shall be construed according to its fair meaning as if prepared by all Parties to this Agreement. Headings used in this Agreement are provided for convenience only and shall not be used to construe meaning or intent.

14. No Waiver. The failure of either Party to enforce any term, covenant, or condition of this Agreement on the date it is to be performed shall not be construed as a waiver of that Party's right to enforce this, or any other, term, covenant, or condition of this Agreement at any later date or as a waiver of any term, covenant, or condition of this Agreement.

15. Binding Effect. Each and all of the covenants and conditions shall be binding

on and shall inure to the benefit of the Parties, and their successors, heirs, personal representatives, or assigns. This Easement shall run with the land and be binding upon Grantor and its successors and assigns; provided, however, that this Section shall not restrict the transfer of the Property or the Easement in connection with a conveyance of the Property.

16. Counterparts. This Agreement may be executed in one or more identical counterparts and all such counterparts together shall constitute a single instrument for the purpose of the effectiveness of this Agreement.

17. Authority. Each person warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and bind each respective entity.

18. Exhibits. Exhibits A and B, attached hereto are incorporated herein by reference.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, Grantor has caused this Grant of Permanent Easement to be executed as of the date first written above.

GRANTOR:

North Bayport Industrial Park II, Ltd.,
a Texas limited partnership

By: Oakwood Nevada, LLC,
a Nevada limited liability company
Its: General Partner

By: _____
Don Carruth, its President

GRANTEE:

City of Cypress, a California charter city

By: _____
Leo Medrano, Mayor

ATTEST:

_____
Lisa Berglund, City Clerk

APPROVED AS TO FORM:

ALESHIRE & WYNDER, LLP

By: _____
William Wynder, City Attorney

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy or validity of that document.

STATE OF CALIFORNIA)
) ss.
COUNTY OF Los Angeles)

On June 5, 2026 before me, Jennifer Chung, a notary public, personally appeared Don Carruth who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Notary Public

SEAL:

JENNIFER CHUNG
Notary Public - California
Los Angeles County
Commission # 2517422
My Comm. Expires May 12, 2029

EXHIBIT A
LEGAL DESCRIPTION OF SIDEWALK EASEMENT

REAL PROPERTY IN THE CITY OF CYPRESS, COUNTY OF ORANGE, STATE OF CALIFORNIA MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF PARCEL 28, IN THE CITY OF CYPRESS, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON THE MAP RECORDED IN BOOK 109, PAGES 19 THROUGH 23 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE WEST LINE OF SAID PARCEL 28, BEING ALSO THE EAST RIGHT OF WAY LINE OF WALKER STREET, NORTH 00°05'05" WEST, 8.12 FEET OF THE SOUTH TERMINUS OF THE COURSE SHOWN AS NORTH 00°05'05" WEST, 133.00 FEET ON SAID PARCEL MAP;

THENCE, LEAVING SAID WEST LINE AND RIGHT OF WAY LINE, SOUTH 45°00'00" EAST, 5.67 FEET TO A LINE PARALLEL AND 4.00 FEET EAST OF SAID WEST LINE;

THENCE, ALONG SAID PARALLEL LINE, SOUTH 00°05'05 EAST, 18.25 FEET, TO THE 27.00 FOOT CURVE IN THE SOUTHWEST LINE OF SAID PARCEL 28, BEING ALSO THE RIGHT OF WAY LINE OF WALKER STREET AND EXECUTIVE DRIVE, A RADIAL LINE TO SAID POINT BEARS SOUTH 58°19'44" WEST;

THENCE, NORTHWESTERLY ALONG SAID SOUTHWEST LINE AND RIGHT OF WAY LINE, 14.88 FEET, THROUGH A CENTRAL ANGLE OF 31°35'11" TO THE END OF CURVE AND THE WEST LINE OF SAID PARCEL 28;

THENCE, ALONG SAID WEST LINE, NORTH 00°05'05" WEST, 8.12 FEET, TO THE **POINT OF BEGINNING.**

CONTAINING AN AREA OF APPROXIMATELY 63 SQUARE FEET, 0.001 ACRES
AFFECTS A.P.N.: 241-112-08

SUBJECT TO ANY EASEMENTS, COVENANTS, CONDITIONS, RESTRICTIONS, RESERVATIONS, RIGHTS, RIGHTS-OF-WAY, AND OTHER MATTERS OF RECORD, IF ANY.

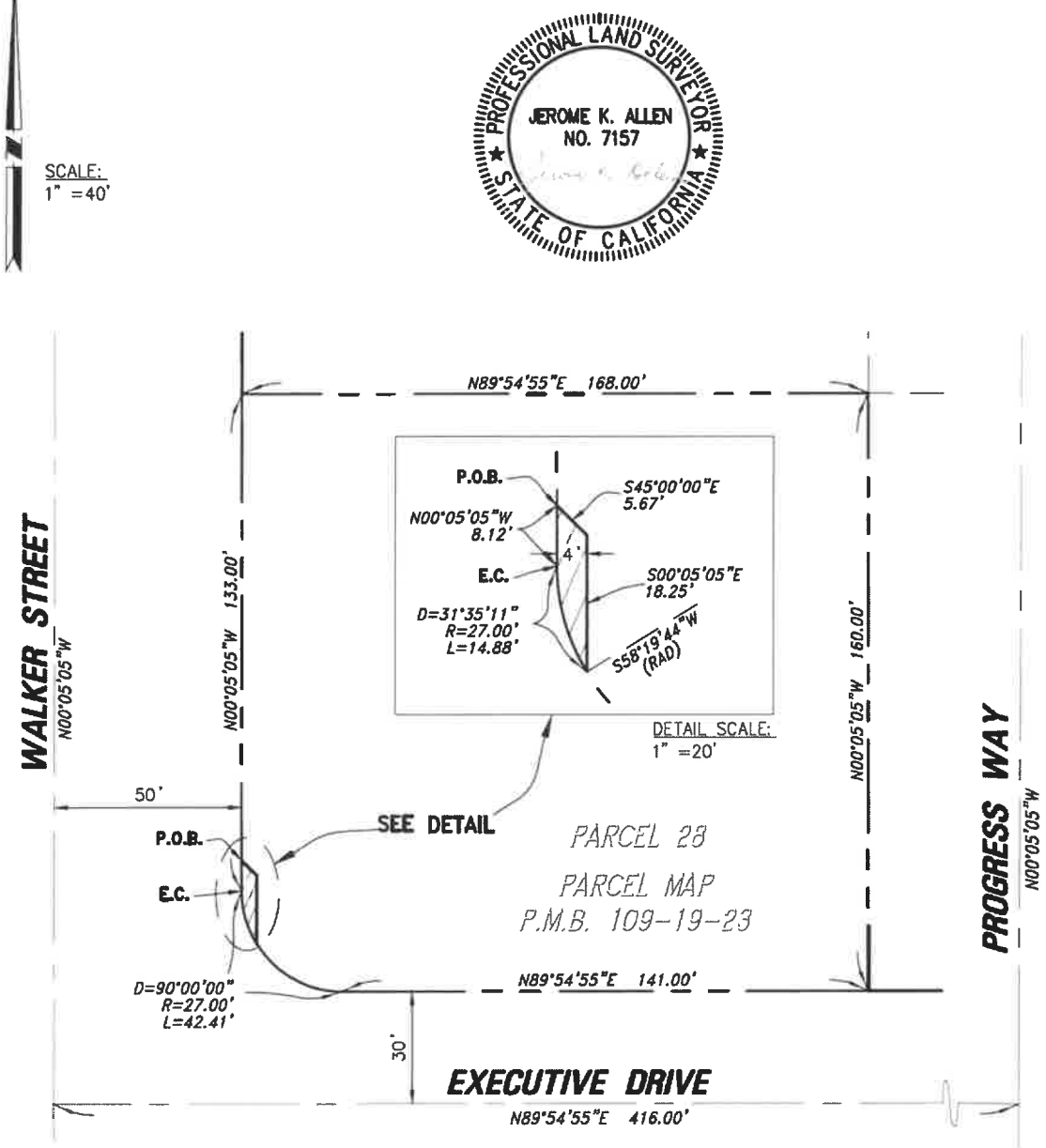
ALL AS SHOWN ON ATTACHED EXHIBIT "B", AND BY THIS REFERENCE, MADE A PART HEREOF.

PREPARED BY ME OR UNDER MY SUPERVISION.

_____ 05-20-2026
JEROME K. ALLEN, P.L.S. 7157



EXHIBIT B



NOTE:
AS DESCRIBED ON THE ATTACHED EXHIBIT "A" AND BY THIS REFERENCE MADE A PART THEREOF.

INDICATES AREA OF SIDEWALK EASEMENT

LEGEND:
P.O.B. = POINT OF BEGINNING
E.C. = END OF CURVE

AREA OF SIDEWALK EASEMENT = 63 SQUARE FEET

Prepared by:
Joseph C. Truxaw and Associates, Inc.
Civil Engineers and Land Surveyors
1915 W. Orangewood Ave., Suite 101, Orange, CA
(714) 935-0265 www.truxaw.com

SIDEWALK EASEMENT IN THE CITY OF CYPRESS			
DRAWN: JKA	CHKD: MBE	TUF25040	EXHIBIT "B"
DATE: 02-02-26	DATE: 02-02-26		

CERTIFICATE OF ACCEPTANCE
PURSUANT TO SECTION 27281 OF THE CALIFORNIA GOVERNMENT CODE

This is to certify that the easement interest in real property conveyed by the Grant of Easement to which this Certificate of Acceptance is attached, from North Bayport Industrial Park II, Ltd., a Texas limited partnership ("**Grantor**") to the City of Cypress ("**Grantee**"), is hereby accepted by the undersigned officer on behalf of Grantee, and Grantee consents to recordation thereof by its duly authorized officer.

"**GRANTEE**"

CITY OF CYPRESS, a municipal corporation

By: _____
Shannon DeLong, City Manager

Date:_____, 2026

CITY OF CYPRESS

CITY COUNCIL REPORT

City Council Regular **9.**

FROM: Jeff Draper, Director of Recreation and Community Services

DATE: 07/14/2026

SUBJECT: **Accept a Donation of 75 Veteran Challenge Coins from GFWC Woman's Club of Cypress**

RECOMMENDATION

Accept a donation of 75 Veteran Challenge Coins valued at $750 from the GFWC Woman's Club of Cypress.

DISCUSSION

The City of Cypress Veterans Recognition Ad Hoc Committee led by Council Members Peat and Strong Carnahan identifies and recommends community veterans to be honored by the City Council on a quarterly basis or as identified. The honoring of veterans at City Council meetings has been ongoing since it launched in 2013.

In honor of America 250 and the City of Cypress's 70th birthday, the Veteran Recognition committee recommended a challenge coin be designed to acknowledge active military personnel and veterans at the July 3, 2026, Salute to America event.

Council Member Peat requested a donation from the General Federation of Women's Clubs (GFWC) Women's Club of Cypress as part of their Veteran Appreciation project. The GFWC Woman's Club of Cypress, a 501(c)(3) nonprofit organization consisting of over 120 members, agreed to donate 75 Veterans challenge coins.

The challenge coins will be provided to veterans honored at future Cypress City Council meetings.

BUDGET IMPACT

There is no cost associated with the donation of the veteran challenge coins.

LEGAL REVIEW

None required.

APPROVED BY: Shannon DeLong, City Manager

CITY OF CYPRESS

CITY COUNCIL REPORT

City Council Regular **10.**

FROM: Nick Mangkalakiri, Director of Public Works

DATE: 07/14/2026

SUBJECT: **Public Hearing to Renew the Cypress Corporate Center Landscape Maintenance District No. 1 for FY 2026-27**

RECOMMENDATION

Adopt a Resolution renewing Cypress Corporate Center Landscape Maintenance District No. 1 for FY 2026-27, pursuant to the Landscaping and Lighting Act of 1972.

DISCUSSION

The City of Cypress formed a Maintenance District in 1985 covering all properties bounded by Katella Avenue, Knott Street, Valley View Street, and the Stanton Storm Channel (Channel). The Maintenance District provides maintenance of the landscape berm adjacent to the Channel. The City maintains the berm primarily through a contract, which includes trimming plants four times a year and irrigation repairs.

Nineteen parcels owned by four property owners are assessed annually on a per-acre basis. The FY 2026-27 assessment is $109,463 and the attached Resolution authorizes the assessment of Cypress Business Park properties adjacent to the Channel for berm maintenance. A copy of the May 12, 2026, Agenda Report approving the City Engineer's Report and the FY 2026-27 renewal of the Cypress Corporate Center Landscape Maintenance District No. 1 is attached. Affidavits of posting and publication of the public hearing notices are on file in the City Clerk's office.

BUDGET IMPACT

The maximum assessment for FY 2026-27 is $109,463 and covers the majority of the $143,068 budget, including indirect and direct costs from the City and the County Auditor-Controller. Accumulated fund balance amounts from prior year assessments are available in the Corporate Center Maintenance District No. 1 Fund to pay the $33,605 of projected costs expected to exceed the FY 2026-27 assessment.

LEGAL REVIEW

The City Attorney has reviewed this staff report.

APPROVED BY: Shannon DeLong, City Manager

Attachments

Resolution

May 12 Agenda Report

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS, CALIFORNIA, ORDERING THE RENEWAL OF THE CYPRESS CORPORATE CENTER LANDSCAPE MAINTENANCE DISTRICT NO. 1 FOR FISCAL YEAR 2026-27, PURSUANT TO THE LANDSCAPING AND LIGHTING ACT OF 1972, AND CONFIRMING THE DIAGRAM AND ASSESSMENT THEREOF

WHEREAS, the City Council has, by Resolution No. 7046, declared its intention to order the construction and maintenance of a certain landscaped berm in connection with the development of the Cypress Business Park, and to modify Cypress Corporate Center Landscape Maintenance District No. 1 under the provisions of the Landscaping and Lighting Act of 1972, i.e., Part 2 of Division 15 of the California Streets and Highways Code (herein "the Act"); and

WHEREAS, in Resolution No. 7046, the City Council fixed July 14, 2026, at the hour of 6:00 p.m. in the City Council Chamber located at City Hall, 5275 Orange Avenue, in the City of Cypress, California, as the time and place for hearing protests and objections to the improvements proposed to be renewed for Fiscal Year 2026-27, and/or to the proposed assessment; and

WHEREAS, the City Council has approved a report prepared by the City Engineer under and pursuant to the Act and, in particular, Section 22565 et seq. of the Act; the City Engineer's Report (herein "the Report"), and said Report has been filed with the City Clerk of the City of Cypress and has been available for review by the property owners within Cypress Corporate Center Landscape Maintenance District No. 1; and

WHEREAS, the City Clerk has given the notices of the passage of the Resolution of Intention, Resolution No. 7046, the filling of the Report, and of the time and place and purpose of said hearing, substantially as required by Sections 22626 et seq. of the California Streets and Highways Code; and

WHEREAS, the City Clerk has filed with the City Council an affidavit setting forth the time and manner of the compliance with the requirements of the Act for publishing and mailing of said notices; and

WHEREAS, at the time and place stated in said notices, a hearing was duly held by the City Council; during the course of said hearing, the Report was duly presented and considered; all written protests and objections received, if any, were duly presented, read, heard, and considered; all persons appearing at said hearing and desiring to be heard in the matter of said Report were heard; a full, fair, and complete hearing has been had; and the City Council is fully informed in the premises; and

WHEREAS, the City Council has examined and considered the assessment proposed in said Report and the proceedings prior thereto, and the evidence presented at said hearing.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CYPRESS DOES HEREBY FIND, DETERMINE, RESOLVE AND ORDER AS FOLLOWS:

SECTION 1. The hearing referred to in the recitals hereof has been duly, held, and each and every step in the proceedings prior to and including the hearing has been duly and regularly taken. The City Council is satisfied with the correctness of the Report, including the assessment and diagram, the proceedings and all matters relating thereto; and any and all protests, objections, or appeals are hereby overruled and denied. The City Council orders the renewal of Cypress Corporate Center Landscape Maintenance District No. 1 for Fiscal Year 2026-27, as described in Resolution No. 7046, and confirms the proceedings and said assessment.

SECTION 2. The City Council orders the proposed improvements to be made in accordance with said Report and these proceedings.

SECTION 3. The City Council determines that the amount of the assessment shown in said Report, i.e. $109,463 should be confirmed; and said assessment is confirmed and fixed in the amount of $109,463.

SECTION 4. The City Council determines that the amounts to be assessed against the individual parcels shown on the assessment diagram contained in said Report are hereby approved and confirmed; and said City Clerk is directed to endorse the fact and date of such approval on said Report.

SECTION 5 The City Clerk is directed to file said diagram and assessment with the County Auditor as required by Section 22641 of the California Streets and Highways Code.

PASSED AND ADOPTED by the City Council of the City of Cypress at a regular meeting held on the 14th day of July, 2026.

_____
MAYOR OF THE CITY OF CYPRESS

ATTEST:

_____
CITY CLERK OF THE CITY OF CYPRESS

STATE OF CALIFORNIA }
COUNTY OF ORANGE } SS

I, LISA BERGLUND, City Clerk of the City of Cypress, DO HEREBY CERTIFY that the foregoing Resolution was duly adopted at a regular meeting of the said City Council held on the 14th day of July, 2026, by the following roll call vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:

_____

_____

CITY CLERK OF THE CITY OF CYPRESS

CITY OF CYPRESS

CITY COUNCIL REPORT

City Council Regular Item # 4.

FROM: Nick Mangkalakiri, Director of Public Works

DATE: 05/12/2026

SUBJECT: **Approve the City Engineer's Report and Adopt a Resolution Declaring the City Council's Intent to Renew Cypress Corporate Center Landscape Maintenance District No. 1 following a July 14, 2026 Public Hearing**

RECOMMENDATION

1. Approve the City Engineer's Report for the Cypress Corporate Center Landscape Maintenance District No. 1 for Fiscal Year 2026-27; and

2. Adopt the attached Resolution declaring the City Council's intention to order the renewal of Cypress Corporate Center Landscape Maintenance District No. 1 for maintenance of the landscape and irrigation system and setting the public hearing for July 14, 2026.

DISCUSSION

The City formed a Maintenance District in 1985 covering all properties bounded by Katella Avenue, Knott Street, Valley View Street, and the Stanton Storm Channel. The Maintenance District provides for maintenance of the landscape berm adjacent to the Channel. The City maintains the berm primarily through a contract, which includes trimming plants four times a year and irrigation repairs.

Nineteen parcels owned by four property owners are assessed annually on a per-acre basis (Attachment E and F of the City Engineer's Report). The assessment funds the maintenance and irrigation of the landscape berm. The annual assessment is a routine process established 40 years ago.

Pursuant to the Landscaping and Lighting Act, the City Engineer prepares an annual report to file with the City Clerk outlining the Maintenance District renewal. The recommended Resolution approves the City Engineer's Report and declares the City Council's intention to renew Cypress Corporate Center Landscape Maintenance District No. 1 for FY 2026-27 and sets the public hearing for July 14, 2026.

BUDGET IMPACT

Renewal includes a maximum assessment of $109,463 for the parcels adjacent to the berm. The assessment is distributed based on each parcel's square footage. The assessment reflects a 3.4% CPI increase from FY 2025-26. Estimated FY 2026-27 maintenance costs and indirect support from

the City are $143,068, which exceeds the assessment by $33,605. The Maintenance District No. 1 Fund has sufficient accumulated balances available from prior year assessments to pay for costs above the recommended FY 2026-27 assessment.

LEGAL REVIEW

The City Attorney has reviewed this staff report.

APPROVED BY: Shannon DeLong, City Manager

Attachments

City Engineer's Report

Resolution

CITY OF CYPRESS

CITY COUNCIL REPORT

City Council Regular **11.**

FROM: Alicia Velasco, Planning Director

DATE: 07/14/2026

SUBJECT: **Public Hearing to Consider Los Alamitos Race Course Specific Plan 3.0 Buildout**

RECOMMENDATION

1. Adopt the attached Resolution certifying the Environmental Impact Report, and approving Findings, a Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program; and

2. Adopt the attached Resolution approving Vesting Tentative Tract Map No. 19247; and

3. Introduce for first reading of an Ordinance approving a Development Agreement by title only and waive further reading.

SUMMARY

Los Alamitos Race Course (LARC) has applied for approval of Vesting Tentative Tract Map No. 19247 and a Development Agreement to facilitate the future phased buildout of the Cypress Town Center and Commons Specific Plan 3.0 area. The map area includes approximately 151.60 acres, including LARC property and property associated with Grace Church, and would divide the site into 14 numbered lots and related lettered lots consistent with the Specific Plan.

No residential or commercial construction is proposed at this time. The Environmental Impact Report evaluates a future buildout scenario of up to 1,791 residential units, up to 440,000 square feet of commercial space, approximately 11 acres of additional public park space, the extension of Moody Street, and a new Vessels Circle/Moody Street intersection.

Staff recommends approval of the project because it is consistent with the voter-approved Cypress Town Center and Commons Specific Plan 3.0, the Cypress

Municipal Code, and the Subdivision Map Act. The requested approvals establish the framework for future phased development, including the timing and responsibility for public improvements, park improvements, drainage improvements, bicycle and pedestrian connections, maintenance obligations, and related infrastructure.

DISCUSSION

The project site is located within the Cypress Town Center and Commons Specific Plan 3.0 area, which includes the Los Alamitos Race Course (LARC). The racetrack was developed in the 1950s and has operated for decades as a major quarter horse racing facility. The property has been subject to several voter-approved land use measures because Measure D, approved by Cypress voters in 1987, requires voter approval for certain land use changes beyond the zoning in place at that time.

Over the years, voters have considered several measures affecting the use of the property. Measure L was approved in 2012 and allowed commercial and senior housing along Katella Avenue. Measure GG, which would have allowed residential development within the racecourse property, was rejected in 2016. Measure A was approved in 2018 and created the Cypress Town Center and Commons (CCTC) Specific Plan 2.0. In 2024, voters approved Measure S, creating Specific Plan 3.0 and increasing residential capacity within the plan area to help address the City's state-mandated housing obligations. Since the adoption of the CTCC, LARC has donated nine acres for Lexington Park, and one 135-unit townhome project has been developed within the Specific Plan area.

Project Description

The proposed project includes certification of an Environmental Impact Report (EIR), approval of Vesting Tentative Tract Map No. 19247, and approval of a Development Agreement to facilitate future buildout of the CTCC Specific Plan 3.0 area. The project area totals approximately 151 acres, of which approximately 130 are buildable. The vesting tentative tract map will subdivide the site into 14 numbered lots in anticipation of a phased development.

Consistent with the Specific Plan, the project area accommodates up to 1,791 new residential units (in addition to the 135 existing units) and approximately 11 acres of additional public park space. Although the Specific Plan allows up to approximately 880,000 square feet of commercial development, the applicant has requested that the City evaluate a lower-intensity scenario of up to 440,000 square feet as part of the EIR. This reflects a more realistic buildout assumption: commercial uses are permitted but not required within the Specific Plan area, and it is uncertain whether regional market demand would support the full amount allowed. If 440,000 square feet is ultimately constructed and additional commercial development is later proposed, the City would require further analysis of environmental, traffic, utility, and infrastructure impacts before approving any additional square footage.

No physical construction is proposed as part of the current approvals. LARC does not anticipate serving as the future developer of the property. Instead, LARC intends to subdivide the property and sell individual lots to future developers, who would be required to submit project-specific applications for City review and approval. Those future projects would be required to comply with the Specific Plan, the Development Agreement, the conditions of approval, the Mitigation Monitoring and Reporting

Program, and any applicable future discretionary approvals, permits, and environmental review.

Project Area and Surrounding Land Uses

The project site is generally bounded by Cerritos Avenue to the north, Katella Avenue to the south, Lexington Drive to the west, and Winners Circle/Walker Street to the east. Surrounding land uses are:

Direction	Land Use	Zoning
North	Single-family residential	Residential Single Family (RS-6000)
South	Planned community; Commercial/retail; church	Planned Business Park/Specific Plan
East	Commercial/retail	Planned Business Park/Specific Plan
West	Industrial	City of Los Alamitos — Commercial/Industrial

Environmental Impact Report

The project is subject to an Environmental Impact Report (EIR), which evaluates the project's potential environmental impacts and identifies mitigation measures to avoid or reduce those impacts where feasible.

The EIR evaluates 19 environmental issue areas consistent with the California Environmental Quality Act (CEQA). For most issue areas, the EIR finds that impacts would either be less than significant or would be reduced to a less than significant level through regulatory compliance and mitigation measures. However, impacts related to air quality, transportation, and cultural resources would remain significant and unavoidable even with implementation of mitigation measures.

Air Quality

The EIR found that long-term operational emissions from CTCC buildout would exceed the South Coast Air Quality Management District's (SCAQMD) significance thresholds, resulting in a significant and unavoidable impact. Opportunities for reducing emissions are limited because vehicle emission regulations fall outside the City's jurisdiction, and developers cannot compel residents, employees, and customers to use alternative transportation.

It is important to note that any significant development at this site would likely result in similar air quality impacts. The EIR nonetheless includes mitigation measures to reduce operational emissions:

- Mitigation Measure AIR-1 requires design features such as site layouts that encourage walking, biking, and public transit; energy-efficient building design; and maximized tree coverage and shade throughout the site.
- Mitigation Measure TRA-1 requires robust bike facilities and connectivity, along with off-site sidewalks to improve pedestrian connections to the surrounding area.

Even with these measures, air quality impacts remain significant and unavoidable.

Cultural Resources
Frank Vessels, Sr. played a significant role in shaping the quarter horse racing industry. The LARC grandstand and racetrack, directly tied to that history, are considered historical resources for purposes of CEQA. Future buildout of the project would require demolition of these character-defining features, resulting in a significant and unavoidable impact to historical resources. The EIR requires the following mitigation measures to address this impact:

- Mitigation Measure CUL-1 requires historical photographs, memorabilia, brochures, and similar materials to be made available to a local library or historical society for use in exhibits or as part of a permanent research archive.
- Mitigation Measure CUL-2 requires future development to incorporate a historical marker providing information about Frank Vessels, Sr. and LARC, and/or to incorporate the Vessels name, track logo, racing terminology, and names of noteworthy quarter horses throughout the project.

Transportation
The EIR's vehicle miles traveled (VMT) analysis found that the project would exceed the applicable significance threshold. VMT measures the amount of vehicle travel generated by a project, expressed on a per capita basis for residential uses. It does not measure traffic congestion or travel delay on local streets. Although the project would result in residents driving 14 vehicle miles traveled (VMT) per day, which is lower than the Countywide average of 15 VMT per day, the project would still exceed the CEQA threshold of 13 VMT per day. As a result, the impact is considered significant under CEQA.

This impact is largely due to the project's suburban location and the continued reliance on vehicle travel in Cypress and the surrounding area. Mitigation Measure TRA-1 is included to reduce VMT impacts; however, even with implementation of the mitigation measure, the impact would remain significant and unavoidable.

Statement of Overriding Considerations
Because air quality, cultural resources, and transportation impacts remain significant and unavoidable even with mitigation, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program must be adopted in order to certify the Final EIR (FEIR). The Statement of Overriding Considerations details how the project's benefits outweigh its environmental impacts. For example:

- The proposed project would provide a significant number of new residential units in the Buildout Area to help meet the unmet demand for housing in the City and the project vicinity, consistent with the City's Housing Element and the Cypress Town Center and Commons Specific Plan 3.0 approved by the voters of the City of Cypress.
- The proposed project would revitalize a large area in the City that is currently significantly underutilized.
- The proposed project would diversify the City's existing housing stock by providing various housing product types and densities to meet a range of housing needs of Cypress and area residents.

The EIR also evaluated project alternatives; however, the alternatives would not avoid all significant and unavoidable impacts or would not meet the project objectives to the same extent as the proposed project. Certification of the FEIR and approval of the Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program are therefore recommended.

Development Agreement

The proposed Development Agreement is a contract between the City and LARC that establishes the framework for long-term implementation of the CTCC Specific Plan 3.0 Buildout Project. It implements the Specific Plan and Vesting Tentative Tract Map No. 19247 by identifying the timing and responsibility for required infrastructure, public benefits, maintenance obligations, park improvements, and future development review. The agreement has a 15-year term, reflecting the project's anticipated long-term buildout and the lack of a defined timeline for LARC's closure. The Specific Plan area is expected to develop over many years, likely through multiple future developers.

The Development Agreement ensures that future development proceeds in an orderly manner under a consistent regulatory framework, while also ensuring that required infrastructure, public improvements, and public benefits are provided. The Development Agreement requires the property owner and/or future transferees to complete roadway and intersection improvements, extensions and improvements to Moody Street and Vessels Circle; widening of Lexington Drive; storm drain and drainage improvements; construction of the Lots 5/6 park and stormwater detention basin; creation of the two-acre floating park space; publicly accessible bicycle and pedestrian improvements; and ongoing maintenance obligations. These requirements are discussed in more detail below.

The City’s commitments include processing future development applications consistent with the Specific Plan, vesting tentative tract map, and Development Agreement. However, the City retains its authority to apply applicable laws, require future discretionary approvals, conduct additional CEQA review where required, impose applicable fees, and ensure that required infrastructure and public benefits are provided.

Vesting Tentative Tract Map

LARC has applied for approval of Vesting Tentative Tract Map (VTTM) No. 19247 to subdivide the Specific Plan area into 14 numbered lots and related lettered lots that generally align with the Specific Plan's land use districts. The subdivision will allow LARC to sell individual parcels to future developers, who will construct the residential, commercial, park, and infrastructure improvements contemplated by the Specific Plan. The map also facilitates the land exchange with Grace Church involving Lots 8 and 9, and the creation of an approximately eight-acre park and stormwater detention area at the southeast corner of Cerritos Avenue and Moody Street on Lots 5 and 6. A vesting tentative map gives the property owner vested rights to develop the property under the regulations in effect at the time of approval, subject to the conditions of approval, the Development Agreement, and applicable law.

Cypress Municipal Code Chapter 25, Article IX establishes submittal requirements for vesting tentative maps, including information and supporting materials related to

proposed development, infrastructure, grading, utilities, drainage, and other improvements. Because LARC does not intend to be the property's ultimate vertical developer, some detailed project-level information normally submitted with a vesting tentative map is not yet available. The Municipal Code authorizes the Director of Public Works/City Engineer to waive certain submittal requirements determined to be unnecessary, duplicative, or inapplicable to the proposed subdivision, provided the required findings can be made. The commitments secured through the Development Agreement and conditions of approval give the City a framework to ensure required improvements are constructed in a timely manner and consistent with the Specific Plan. The required waiver findings are included in the VTTM resolution.

Traffic and Public Improvements

A traffic study was prepared to evaluate the project's potential transportation impacts. The study analyzed a development scenario of up to 1,791 residential units and 440,000 square feet of commercial space. This is a conservative analysis: commercial development typically generates more vehicle trips than residential development, and the ultimate amount and configuration of commercial development within the Specific Plan area has not yet been determined. At full buildout, the residential component is estimated to generate approximately 11,458 daily trips and the commercial component approximately 16,284 daily trips. After accounting for internal capture and existing trips, the project is projected to generate approximately 21,041 daily trips.

The traffic study analyzed 31 intersections in Cypress and Los Alamitos using a future buildout year of 2038. During the AM peak hour, no intersections were identified as having a significant project-related impact. During the PM peak hour, five intersections were identified as having a significant project-related impact; however, none would fall below the City's applicable General Plan level-of-service threshold. Although the intersections remain within the City's required level of service, the project will add traffic to the surrounding street system and therefore requires public roadway and traffic improvements.

After the racetrack closes, LARC will be required to complete several major public improvements, including upgrades to five intersections, the extension of Moody Street to Siboney Street, and the extension of Vessels Circle to Moody Street. The Moody Street extension will include landscaped medians and parkways, while the Vessels Circle extension will include landscaped parkways. New streets will include sidewalks, parkways, and street lights, and Moody Street will include a bicycle lane.

These improvements will enhance pedestrian, bicycle, and vehicle connectivity between future residential neighborhoods, commercial uses along Katella Avenue, the Town Center area, existing shopping centers at Katella Avenue and Siboney Street, and public park spaces along Cerritos Avenue. The Development Agreement also requires pedestrian and bicycle connectivity to Moody Street, including a walking trail from Lot 2 on the west side of the Specific Plan area across Lots 3 and/or 4.

A full description of the required public improvements is included in Exhibit D to the Development Agreement. Future development within the Specific Plan area will also be required to pay applicable traffic impact fees, which the City may use toward future traffic improvements citywide.

Parks, Bike Paths, and Trails

The Specific Plan requires 20 acres of public park space at full buildout. Nine acres have already been developed at Lexington Park. The project will provide approximately eight additional acres at the southeast corner of Cerritos Avenue and Moody Street on Lots 5 and 6 (Lots 5/6 park). This park will also serve as a stormwater detention area, with approximately four acres designed for drainage. Because of this dual use, the park is expected to have a more passive, nature-oriented character than an active sports park like Lexington Park.

The Specific Plan also requires two acres of floating park space within the development area and anticipates dedication of the remaining approximately one-acre parcel adjacent to Lexington Park after the racecourse closes. Together, these park areas are intended to satisfy the Specific Plan's public park requirements and provide park space throughout the project area.

The Development Agreement establishes the process and requirements for the Lot 5/6 park and the floating park space. The Lots 5/6 park must be constructed in connection with development of Lots 3, 4, and 7. It may be privately owned and maintained but must remain publicly accessible through recorded public access easements. The two-acre floating park space must be identified before development of certain key parcels and may be City-owned or privately owned, provided it is publicly accessible through easements or another mechanism acceptable to the City.

The Development Agreement also requires a public design process for the Lot 5/6 park and the floating park space. This process includes coordination with City staff, preparation of park concepts, public outreach, review by applicable City bodies, preparation of a park master plan for City Council consideration, and construction of the approved park improvements. The process ensures that the parks are thoughtfully designed, publicly accessible, and consistent with the City's expectations for park quality and long-term maintenance.

The Development Agreement also addresses repayment of approximately $1 million in previously deferred park fees from the Melia Belmont residential project. The deferred amount has been prorated across future residential development parcels within the Specific Plan area, and the repayment schedule is included as an exhibit to the Development Agreement. LARC has requested that the City consider accepting the remaining approximately one-acre parcel adjacent to Lexington Park in lieu of the deferred fee obligation. This option is included in the Development Agreement, but the City is not obligated to accept the exchange, and any residential development occurring before track closure must pay the applicable deferred fee amount.

Signage

LARC has proposed to identify the future Specific Plan buildout area as "The Commons." As part of the project, LARC will construct two freestanding monument signs: one at the Katella Avenue/Moody Street entrance and one at the Cerritos Avenue/Moody Street entrance. Staff worked with LARC's landscape architecture and urban design team on the signs' design. The Katella Avenue monument sign is intended to fit within the existing landscaped median and preserve the iconic palm trees at the entrance to the racecourse property. The Cerritos Avenue/Moody Street

monument sign will be located near the corner of the Lot 5/6 park. Any additional future signage will require separate City review and approval.

Public Hearing

Public hearing notices were posted and mailed to the owners of all properties located within 500 feet of the project and to the New Dutch Haven and Carrier Row housing tracts in Los Alamitos (a condition of the Cottonwood Church Settlement Agreement). The public hearing notice was posted to the City's website and posted at the project site. All written communication related to the public hearing received prior to publication of the July 14 City Council agenda is attached. Written communication received by 5:00 p.m. on July 14 will be provided to the City Council and made part of the public hearing administrative record.

Alternative Action

In the event the City Council determines there are issues that should be addressed before taking action, the City Council may consider the following alternatives:

1. Add conditions of approval to address specific concerns;
2. Continue the item and direct staff to work with the applicant to resolve identified issues; or
3. Continue the item and direct staff to return with a resolution for denial, including appropriate findings.

BUDGET IMPACT

There is no direct General Fund impact associated with the recommended actions. Future development within the Specific Plan area will be responsible for required public improvements, applicable development impact fees, and other obligations identified in the Municipal Code, Development Agreement and conditions of approval.

LEGAL REVIEW

The City Attorney's Office has reviewed and approved the resolutions and Development Agreement ordinance as to form.

APPROVED BY: Shannon DeLong, City Manager

Attachments

VTTM NO. 19247
VTTM Resolution
Exhibit A - Conditions of Approval
EIR Resolution
Final EIR
Draft EIR
Ordinance and Development Agreement
Project Renderings
Traffic Study

VESTING TENTATIVE TRACT NO. 19247

IN THE CITY OF CYPRESS
COUNTY OF ORANGE, STATE OF CALIFORNIA
TAIT & ASSOCIATES, INC., MARCH 2026
EXISTING SUBDIVISION

A. LOS ALAMITOS RACE COURSE (LARC)/CYPRESS GC TITLE REPORT:

TITLE COMPANY: FIRST AMERICAN TITLE INSURANCE COMPANY
TITLE ORDER NO: NHSC-6812721 (hp)
COMMITMENT DATE: NOVEMBER 26, 2025 (AMENDED DECEMBER 11, 2025)
TITLE OFFICER: HEATHER PANKEY
E-MAIL: hpankey@firstam.com

LEGAL DESCRIPTION:

REAL PROPERTY IN THE CITY OF CYPRESS, COUNTY OF ORANGE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL A: (APN'S: 241-081-02, 241-081-23, 241-091-21, 241-221-22, 241-221-25, 241-221-26, 241-221-27, 241-221-28, 241-221-30, 241-232-20, 241-232-21, 241-232-22 AND 241-091-50 AND 241-091-51)

BEING ALL OF PARCEL 1 OF LOT LINE ADJUSTMENT NO. 2019-01, RECORDED JANUARY 23, 2020 AS INSTRUMENT NO. 2020000030639 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TOGETHER WITH ALL OF THAT CERTAIN 60.00 FOOT STRIP OF LAND DESCRIBED IN QUITCLAIM DEED RECORDED DECEMBER 31, 2014 AS INSTRUMENT NO. 2014000566806 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM, ALL MINERALS AND ALL MINERAL RIGHTS OF EVERY KIND AND CHARACTER NOW KNOWN TO EXIST OR HEREAFTER DISCOVERED UNDERLYING THE PROPERTY, INCLUDING, WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, OIL AND GAS AND RIGHTS THERETO, TOGETHER WITH THE SOLE, EXCLUSIVE AND PERPETUAL RIGHT TO EXPLORE FOR, REMOVE AND DISPOSE OF SAID MINERALS BY ANY MEANS OR METHODS SUITABLE TO GRANTOR, ITS SUCCESSORS AND ASSIGNS, BUT WITHOUT ENTERING UPON OR USING THE SURFACE OF THE PROPERTY, AND IN SUCH MANNER AS NOT TO DAMAGE THE SURFACE OF THE PROPERTY, OR TO INTERFERE WITH THE USE THEREOF BY GRANTEE, ITS SUCCESSORS OR ASSIGNS, BY QUITCLAIM DEED RECORDED AUGUST 6, 2001 AS INSTRUMENT NO. 20010534711 OF OFFICIAL RECORDS.

NOTE: THE ABOVE LEGAL DESCRIPTION IS FOR THE SOLE PURPOSE OF THIS REPORT AND MAY NOT BE CONSIDERED FOR USE IN ANY POLICY OF TITLE INSURANCE TO BE ISSUED BY THIS COMPANY, AND IS SUBJECT TO CHANGE AT ANY TIME.

PARCEL B: (APN'S: 241-221-19, 241-221-24, 241-221-29, 241-221-32, 241-221-33, 241-091-37 AND 241-232-37)

BEING ALL OF PARCEL 1 OF PARCEL MAP NO. 90-241, FILED IN BOOK 259, PAGES 1 THROUGH 12, INCLUSIVE, OF PARCEL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TOGETHER WITH ALL OF PARCEL 2 OF LOT LINE ADJUSTMENT NO. 2017-01, RECORDED MAY 9, 2018 AS INSTRUMENT NO. 2018000168853 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM ALL OF THAT CERTAIN GRANT DEED RECORDED MAY 31, 2018 AS INSTRUMENT NO. 2018000198492 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ALSO EXCEPTING FROM A PORTION THEREOF, ALL MINERALS AND ALL MINERAL RIGHTS OF EVERY KIND AND CHARACTER NOW KNOWN TO EXIST OR HEREAFTER DISCOVERED UNDERLYING THE PROPERTY, INCLUDING, WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, OIL GAS AND RIGHTS THERETO, TOGETHER WITH THE SOLE, EXCLUSIVE AND PERPETUAL RIGHT TO EXPLORE FOR, REMOVE AND DISPOSE OF SAID MINERALS BY ANY MEANS OR METHODS SUITABLE TO GRANTOR, ITS SUCCESSORS AND ASSIGNS, BUT WITHOUT ENTERING UPON OR USING THE SURFACE OF THE PROPERTY, AND SUCH MANNER AS NOT TO DAMAGE THE SURFACE OF THE PROPERTY, OR INTERFERE WITH THE USE THEREOF BY GRANTEE, ITS SUCCESSORS AND ASSIGNS, PROVIDED HOWEVER, THAT GRANTOR, ITS SUCCESSORS AND ASSIGNS, WITHOUT THE PRIOR WRITTEN PERMISSION OF THE GRANTEE, ITS SUCCESSORS OR ASSIGNS, SHALL NOT CONDUCT ANY MINING ACTIVITIES OF WHATSOEVER NATURE ABOVE A PLANE 500 FEET BELOW THE SURFACE OF THE PROPERTY, AS RESERVED BY UNION PACIFIC RAILROAD COMPANY, A DELAWARE CORPORATION RECORDED DECEMBER 31, 2003 AS INSTRUMENT NO. 2003001534651 OF OFFICIAL RECORDS.

PARCEL C:

A NON-EXCLUSIVE EASEMENT FOR VEHICULAR, EQUESTRIAN AND PEDESTRIAN INGRESS AND EGRESS AS DESCRIBED IN EASEMENT AGREEMENT RECORDED MAY 31, 2018 AS INSTRUMENT NO. 2018000198493 OF OFFICIAL RECORDS AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF PARCEL 1 OF PARCEL MAP NO. 90-241, IN THE CITY OF CYPRESS, COUNTY OF ORANGE, STATE OF CALIFORNIA, PER MAP FILED IN BOOK 259, PAGES 1 THROUGH 12, INCLUSIVE, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID PARCEL 1; THENCE ALONG THE WESTERLY LINE OF SAID PARCEL 1 NORTH 00°03'32" WEST, 347.00 FEET; THENCE LEAVING SAID WESTERLY LINE SOUTH 41°07'10" EAST, 459.77 FEET, TO A POINT ON THE SOUTHERLY LINE OF SAID PARCEL 1, DISTANT THEREON NORTH 89°52'46" EAST, 302.00 FEET, FROM THE SOUTHWEST CORNER THEREOF, SAID POINT BEING THE TRUE POINT OF BEGINNING; THENCE ALONG SAID SOUTHERLY LINE OF PARCEL 1 NORTH 89°52'46" WEST, 485.30 FEET; THENCE PARALLEL WITH SAID WESTERLY LINE OF PARCEL 1 NORTH 00°03'32" WEST, 24.00 FEET, TO A LINE PARALLEL WITH AND 24.00 FEET NORTHERLY OF SAID SOUTHERLY LINE OF PARCEL 1; THENCE ALONG SAID LAST PARALLEL LINE SOUTH 89°52'46" WEST, 506.19 FEET, TO THE HEREINABOVE DESCRIBED COURSE BEARING "SOUTH 41°07'10" EAST"; THENCE ALONG SAID LAST COURSE SOUTH 41°07'10" EAST, 31.80 FEET, TO THE TRUE POINT OF BEGINNING.

PARCEL D: (APN: 241-221-29)

THAT PORTION OF LEXINGTON DRIVE AS SHOWN AND DEDICATED ON PARCEL MAP NO. 90-241, IN THE CITY OF CYPRESS, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 259, PAGES 1 THROUGH 12 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BOUNDED NORTHERLY BY THE WESTERLY PROLONGATION OF THE NORTHERLY LINE OF PARCEL 1 AS SHOWN ON SAID PARCEL MAP NO. 90-241 AND BOUNDED SOUTHERLY BY THE WESTERLY PROLONGATION OF THE SOUTHERLY LINE OF PARCEL 1 AS SHOWN ON SAID PARCEL MAP NO. 90-241.

THE OFFER WAS NOT ACCEPTED AS OF DECEMBER 4, 1990 RECORDING OF SAID MAP.

B. GRACE CHURCH TITLE REPORT:

TITLE COMPANY: FIRST AMERICAN TITLE INSURANCE COMPANY
TITLE ORDER NO: NHSC-7211074 (hp)
COMMITMENT DATE: DECEMBER 30, 2024 – AMENDED FEBRUARY 14, 2025
TITLE OFFICER: HEATHER PANKEY
E-MAIL: hpankey@firstam.com

LEGAL DESCRIPTION:

REAL PROPERTY IN THE CITY OF CYPRESS, COUNTY OF ORANGE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL A: (APN: 241-081-08; 241-081-12; 241-081-22)

PARCEL 1, AS SHOWN ON LOT LINE ADJUSTMENT NO. LL 2009-02, AS EVIDENCE BY DOCUMENT RECORDED JANUARY 21, 2010 AS INSTRUMENT NO. 2010000031686 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PARCEL 1 OF LOT LINE ADJUSTMENT 95-3, IN THE CITY OF CYPRESS, COUNTY OF ORANGE, STATE OF CALIFORNIA, RECORDED JUNE 30, 1997 AS INSTRUMENT NO. 19970303502, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TOGETHER WITH THAT PORTION OF PARCEL 1 OF LOT LINE ADJUSTMENT 98-3, IN THE CITY OF CYPRESS, COUNTY OF ORANGE, STATE OF CALIFORNIA, RECORDED JANUARY 12, 1999 AS INSTRUMENT NO. 19990020764, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF PARCEL 1 OF LOT LINE ADJUSTMENT 95-3; THENCE ALONG THE EAST LINE OF PARCEL 1 OF SAID LOT LINE ADJUSTMENT 98-3, SOUTH 00°04'47" EAST TO A LINE THAT IS PARALLEL WITH AND DISTANT 158.15 FEET FROM THE SOUTH LINE OF PARCEL 1 OF SAID LOT LINE ADJUSTMENT 95-3; THENCE ALONG SAID PARALLEL LINE SOUTH 89°55'13" WEST 550.87 FEET TO THE SOUTHERLY PROLONGATION OF THAT CERTAIN COURSE IN THE WEST LINE OF SAID PARCEL 1, HAVING A BEARING AND DISTANCE OF "N 00°04'47" W 575.52 FEET", AS SHOWN ON SAID LOT LINE ADJUSTMENT 95-3; THENCE ALONG SAID PROLONGATION NORTH 00°04'47" WEST 158.15 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL 1; THENCE ALONG SAID SOUTH LINE NORTH 89°55'13" EAST 550.87 FEET TO THE POINT OF BEGINNING.

PARCEL B:

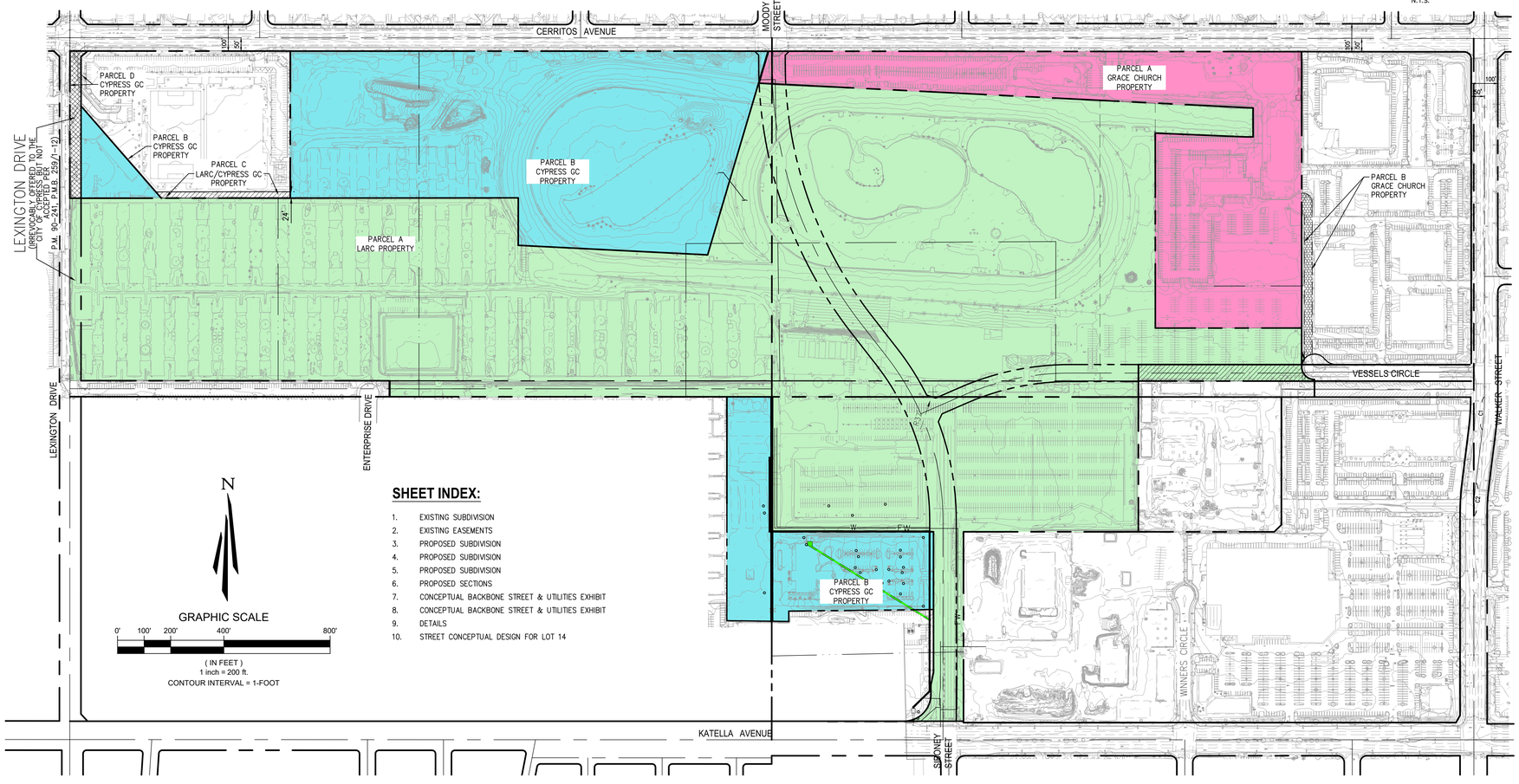
A NON-EXCLUSIVE PERPETUAL EASEMENT, AS SAID EASEMENT IS SET FORTH IN THAT CERTAIN ACCESS AND UTILITY EASEMENT AGREEMENT RECORDED JULY 19, 1991 AS INSTRUMENT NO. 91-377517 AND AMENDED BY THAT CERTAIN FIRST AMENDMENT TO EASEMENT AGREEMENT RECORDED FEBRUARY 13, 2003 AS INSTRUMENT NO. 2003000165238, BOTH OF OFFICIAL RECORDS OF ORANGE COUNTY, CALIFORNIA, FOR THE PURPOSE OF PEDESTRIAN AND VEHICULAR ACCESS OVER THOSE PORTIONS OF PARCELS 1 AND 4 OF PARCEL MAP NO. 2000-193, AS SHOWN ON A MAP FILED IN BOOK 321, PAGES 13 AND 14 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID ORANGE COUNTY, CALIFORNIA, INCLUDED WITHIN THAT CERTAIN STRIP OF LAND DELINEATED THEREON AS "B -INDICATES AN EASEMENT FOR ACCESS PURPOSES, INGRESS AND EGRESS, RESERVED HEREON FOR FUTURE CONVEYANCE".

EXISTING NUMBER OF LEGAL LOTS: 8

PROPOSED NUMBER OF LOTS: 18

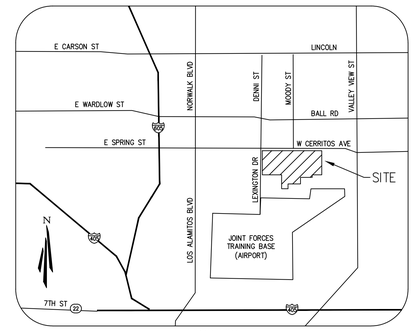
TITLE NOTES:

1. THESE PROPERTIES ARE SUBJECT TO ALL EASEMENTS AND AGREEMENTS DESCRIBED IN THE SUBJECT TITLE REPORTS.
2. ALL LOCATABLE EASEMENTS OF RECORD SHALL BE SHOWN ON THE FINAL MAP(S).



SHEET INDEX:

1. EXISTING SUBDIVISION
2. EXISTING EASEMENTS
3. PROPOSED SUBDIVISION
4. PROPOSED SUBDIVISION
5. PROPOSED SUBDIVISION
6. PROPOSED SECTIONS
7. CONCEPTUAL BACKBONE STREET & UTILITIES EXHIBIT
8. CONCEPTUAL BACKBONE STREET & UTILITIES EXHIBIT
9. DETAILS
10. STREET CONCEPTUAL DESIGN FOR LOT 14



VICINITY MAP
N.T.S.

NOTES:

1. COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS SHALL BE PREPARED TO ADDRESS THE SITE ACCESS, COMMON PARKING, MAINTENANCE, CROSS LOT UTILITY LATERALS, SIGNAGE AND WATER QUALITY MAINTENANCE.
2. AN EXISTING HYDROLOGY STUDY HAS BEEN PREPARED FOR THE PROJECT SITE.
3. THIS MAP DOES NOT CREATE ANY BUILDING SITES OR RELATE TO ANY PHYSICAL GRADING OR CONSTRUCTION.
4. THE BOUNDARY SHOWN HEREON IS BASED FROM EITHER RECORD INFORMATION OR CALCULATED RECORD INFORMATION.
5. LOS ALAMITOS RACE COURSE, CYPRESS GC AND GRACE COMMUNITY CHURCH OF CYPRESS, THE RECORD OWNERS OF THE ABOVE-DESCRIBED PROPERTY, CONSENT TO THE FILING OF THIS VESTING TENTATIVE TRACT MAP.
6. THIS MAP SHALL COMPLY WITH ALL PROVISIONS AS APPROVED BY THE VOTERS PERTAINING TO THE SPECIFIC PLAN SHOWN HEREON.
7. LOT "A" SHOWN HEREON TO BE RESERVED FOR INGRESS AND EGRESS TO KATELLA AVENUE.
8. LOT A, MOODY STREET EXTENSION (LOT D) AND VESSELS CIRCLE EXTENSION (LOT C) AGREAGE IS APPROXIMATELY 8.38 ACRES. SAID LOTS A, C, AND D WILL ALL BE DEDICATED TO THE CITY OF CYPRESS FOR PUBLIC STREET PURPOSES.

   LOT "B" TO BE DEDICATED TO CITY OF CYPRESS FOR ROADWAY WIDENING OF LEXINGTON DRIVE, 0.54 ACRES.
9. THE SUBDIVIDERS INTEND TO FILE MULTIPLE FINAL MAPS WITH RESPECT TO THIS VESTING TENTATIVE TRACT MAP.
10. PROJECT SITE IS SUBJECT TO APPLICABLE BUILDING AND SAFETY 2022 CALIFORNIA CODES, 2022 CALIFORNIA ENERGY CODE, AND 2022 CALIFORNIA GREEN BUILDING STANDARDS CODE OR LATEST VERSION OF CODES.
11. THE LOCATIONS, DESIGN AND SIZING OF THE SIX DETENTION BASINS SHOWN HEREON AND ON OTHER SHEETS THAT COMPRISE THIS VESTING TENTATIVE TRACT MAP ARE CONCEPTUAL IN NATURE AND ILLUSTRATE POTENTIAL LOCATIONS, DESIGN AND SIZING FOR THE DETENTION BASINS THAT WILL OR MAY BE REQUIRED FOR BUILDOUT UNDER SPECIFIC PLAN 3.0. THE FINAL NUMBER, LOCATIONS, DESIGN AND SIZING OF SUCH DETENTION BASINS WILL BE DETERMINED AS DEVELOPMENT PLANS ARE APPROVED FOR PROJECTS IN THE VARIOUS LAND USE DISTRICTS. THE AMENDMENT OF THIS VESTING TENTATIVE TRACT MAP SHALL NOT BE REQUIRED TO REFLECT THE FINAL NUMBER, LOCATIONS, DESIGN AND SIZING OF THE REQUIRED DETENTION BASINS.

LARC/CYPRESS GC PROPERTY:

- PARCEL A
- PARCEL B
- PARCEL C (ACCESS ONLY)
- PARCEL D

GRACE CHURCH PROPERTY:

- PARCEL A
- PARCEL B

STATEMENT OF OWNERSHIP:

WE, THE UNDERSIGNED, DO HEREBY STATE THAT WE ARE THE RECORD OWNERS OF THE PROPERTY COMPRISING THIS TENTATIVE TRACT MAP AND THAT WE HAVE CONSENTED TO THE FILING OF SAID MAP.

LOS ALAMITOS RACE COURSE, A CALIFORNIA GENERAL PARTNERSHIP AND CYPRESS _____BILITY COMPANY

OWNER: _____

BY: Frank Sherren DATE 2026.04.16

GRACE COMMUNITY CHURCH OF CYPRESS, A CALIFORNIA NONPROFIT CORPORATION

OWNER: Scott L. Gilmore

BY: SCott L. Gilmore, CFO DATE 5/19/2026

SURVEYOR'S STATEMENT:

THIS MAP WAS PREPARED BY ME OR UNDER MY SUPERVISION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYORS' ACT.

4/15/26
DATE

MICHAEL FURLONG, PLS 8899
LICENSE EXPIRES: 12/31/2027

PROFESSIONAL LAND SURVEYOR MICHAEL FURLONG No. 8899 STATE OF CALIFORNIA

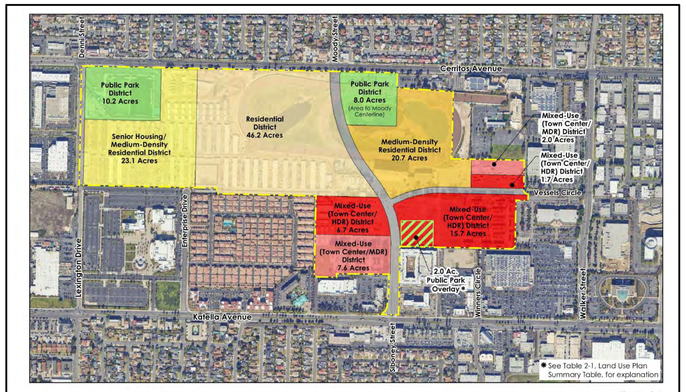


Figure 2-1
CYPRESS TOWN CENTER AND COMMONS
SPECIFIC PLAN 3.0
Land Use Plan
FORMA
0 300 600
May 2024

DRAFT

NO	DESCRIPTION	DATE	BY
1	UPDATED TENTATIVE MAP	11/5/2025	MA
2	UPDATED TENTATIVE MAP	12/1/2025	GG
3	TENATIVE MAP RESUBMITTAL	6/20/2025	NC
4	UPDATED TENTATIVE MAP	9/4/2025	GG
5	UPDATED TENTATIVE MAP	10/21/2025	MA

REVISIONS

NO	DESCRIPTION	DATE	BY
1	UPDATED TENTATIVE MAP	12/19/2025	GG
2	UPDATED TENTATIVE MAP	02/03/2026	JM
3	UPDATED TENTATIVE MAP	03/19/2026	MA
4	UPDATED TENTATIVE MAP	04/02/2026	NM
5	UPDATED TENTATIVE MAP	04/15/2026	JM

TAIT & ASSOCIATES
Since 1964
ENGINEERING ENVIRONMENTAL PLANNING LAND SURVEYING
Santa Ana Sacramento Denver Dallas
Orlando Temecula Irvine
320 North Lincoln Avenue
Loveland, CO 80537
p: 970.613.1447
www.tait.com

VESTING TENTATIVE TRACT NO. 19247
4961 KATELLA AVENUE, 5100 CERRITOS AVENUE
CYPRESS, CA 90720

DRAWN: KG
DATE: 11/5/2025
CHECKED:
DATE:
REVISION #: 8
DATE: 03/19/2026
JOB NO: SP8338

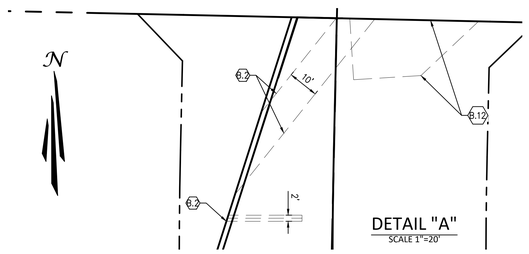
5/15/2019 Internal Review

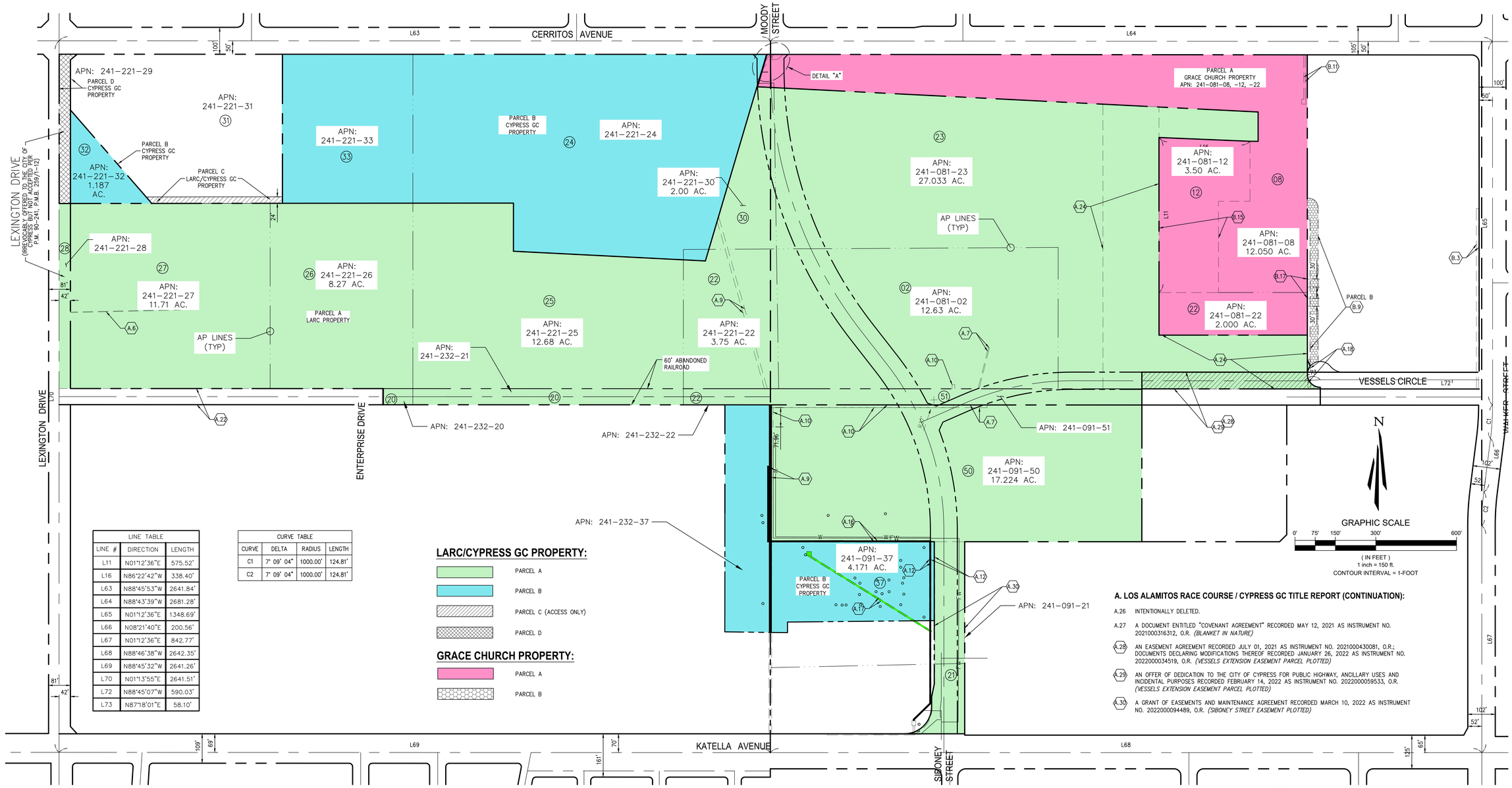
1 of 13

Apr 15, 2026 - 11:09pm by jmoseside K:\Drawings\SP\SP8338 - Los Alamitos\Survey\Office\Tentative Map\SP8338 - Los Alamitos - VTM Existing.dwg

VESTING TENTATIVE TRACT NO. 19247

IN THE CITY OF CYPRESS
COUNTY OF ORANGE, STATE OF CALIFORNIA
TAIT & ASSOCIATES, INC., MARCH 2026
EXISTING EASEMENTS





LINE TABLE		
LINE #	DIRECTION	LENGTH
L11	N01°12'36"E	575.52'
L16	N86°22'42"W	338.40'
L63	N88°45'53"W	2641.84'
L64	N88°43'39"W	2681.28'
L65	N01°12'36"E	1348.69'
L66	N08°21'40"E	200.56'
L67	N01°12'36"E	842.77'
L68	N88°46'38"W	2642.35'
L69	N88°45'32"W	2641.26'
L70	N01°13'55"E	2641.51'
L72	N88°45'07"W	590.03'
L73	N87°18'01"E	58.10'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	7° 09' 04"	1000.00'	124.81'
C2	7° 09' 04"	1000.00'	124.81'

LARC/CYPRESS GC PROPERTY:
- PARCEL A
- PARCEL B
- PARCEL C (ACCESS ONLY)
- PARCEL D

GRACE CHURCH PROPERTY:
- PARCEL A
- PARCEL B

EXISTING EASEMENTS:

NUMBERED ACCORDING TO THE HEREIN REFERENCED TITLE REPORTS.

A. LOS ALAMITOS RACE COURSE / CYPRESS GC TITLE REPORT:

A.6 AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR POLE LINES AND INCIDENTAL PURPOSES RECORDED FEBRUARY 13, 1953 IN BOOK 2453, PAGE 107 O.R. *(PLOTTED)*

A.7 AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR POLE LINES, UNDERGROUND ELECTRIC SYSTEMS AND INCIDENTAL PURPOSES RECORDED JANUARY 13, 1954 IN BOOK 2648, PAGE 649 O.R. *(PLOTTED)*

A.8 AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES RECORDED APRIL 11, 1956 IN BOOK 3470, PAGE 168 O.R. *(NOT PLOTTED, THE LOCATION OF THE EASEMENT CANNOT BE LOCATED FROM THE RECORD INFORMATION)*

A.9 AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR POLE LINES AND INCIDENTAL PURPOSES RECORDED AUGUST 5, 1959 IN BOOK 4828, PAGE 303 O.R.; A PARTIAL QUITCLAIM OF SAID EASEMENT RECORDED DECEMBER 13, 2001 AS INSTRUMENT NO. 20010907820, O.R. *(PLOTTED)*

A.10 AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR ELECTRIC AND COMMUNICATION LINES AND INCIDENTAL PURPOSES RECORDED MAY 28, 1968 IN BOOK 8614, PAGE 134, O.R. *(PLOTTED)*

A.12 THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "ACCESS AND UTILITY EASEMENT AGREEMENT, KATELLA AVENUE ENTRANCE RECORDED SEPTEMBER 11, 1990 AS INSTRUMENT NO. 90-482112 O.R.; AN INSTRUMENT WHICH CONVEYS THE ABOVE MENTIONED EASEMENT HOLDER'S RIGHTS TO FJC U.S.A. INC., BY AN INSTRUMENT RECORDED SEPTEMBER 11, 1990 AS INSTRUMENT NO. 90-482120 O.R.; THE ABOVE AGREEMENT WAS AMENDED BY AN AMENDMENT RECORDED JANUARY 18, 1991 AS INSTRUMENT NO. 91-025992 O.R.;A DOCUMENT ENTITLED "RELEASE AGREEMENT" RECORDED DECEMBER 7, 1998 AS INSTRUMENT NO. 19980839315 O.R. *(PLOTTED)*

A.15 AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES RECORDED SEPTEMBER 5, 1991 AS INSTRUMENT NO. 91-479130, O.R. *(NOT PLOTTED, THE LOCATION OF THE EASEMENT CANNOT BE LOCATED FROM THE RECORD INFORMATION)*

A.16 AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR UNDERGROUND LINES, CONDUITS AND INCIDENTAL PURPOSES RECORDED DECEMBER 26, 1991 AS INSTRUMENT NO. 91-710054, O.R. *(PLOTTED)*

A.17 AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR TRANSMITTING INTELLIGENCE BY ELECTRICAL MEANS AND INCIDENTAL PURPOSES RECORDED DECEMBER 26, 1991 AS INSTRUMENT NO. 91-710055, O.R. *(PLOTTED)*

A.18 AN EASEMENT IN FAVOR OF THE CITY OF CYPRESS FOR SANITARY SEWER MAIN AND INCIDENTAL PURPOSES RECORDED MARCH 24, 1998 AS INSTRUMENT NO. 19980166131, O.R. *(PLOTTED)*

A.19 INTENTIONALLY DELETED.

A.20 AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES RECORDED JULY 13, 2006 AS INSTRUMENT NO. 2006000468668, O.R. *(NOT PLOTTED, EASEMENT DESCRIPTION APPEARS TO BE ERRONEOUS)*

A.21 AN EASEMENT AGREEMENT RECORDED JANUARY 17, 2007 AS INSTRUMENT NO. 2007000031991, O.R. *(NOT PLOTTED, THE LOCATION OF THE EASEMENT CANNOT BE LOCATED FROM RECORD INFORMATION)*

A.22 AN EASEMENT AGREEMENT RECORDED JANUARY 17, 2007 AS INSTRUMENT NO. 2007000031992, O.R. *(PLOTTED)*

A.24 A DECLARATION OF DRAINAGE EASEMENT RECORDED NOVEMBER 12, 2010 AS INSTRUMENT NO. 2010000604617, O.R. *(PLOTTED)*

A.25 A DRAINAGE EASEMENT AGREEMENT RECORDED AUGUST 15, 2014 AS INSTRUMENT NO. 2014000330561, O.R. *(NOT PLOTTED, EASEMENT OUTSIDE OF SUBJECT PROPERTY)*

A. LOS ALAMITOS RACE COURSE / CYPRESS GC TITLE REPORT (CONTINUATION):

A.26 INTENTIONALLY DELETED.

A.27 A DOCUMENT ENTITLED "COVENANT AGREEMENT" RECORDED MAY 12, 2021 AS INSTRUMENT NO. 2021000316312, O.R. *(BLANKET IN NATURE)*

A.28 AN EASEMENT AGREEMENT RECORDED JULY 01, 2021 AS INSTRUMENT NO. 2021000430081, O.R.; DOCUMENTS DECLARING MODIFICATIONS THEREOF RECORDED JANUARY 26, 2022 AS INSTRUMENT NO. 2022000034519, O.R. *(VESSELS EXTENSION EASEMENT PARCEL PLOTTED)*

A.29 AN OFFER OF DEDICATION TO THE CITY OF CYPRESS FOR PUBLIC HIGHWAY, ANCILLARY USES AND INCIDENTAL PURPOSES RECORDED FEBRUARY 14, 2022 AS INSTRUMENT NO. 2022000059533, O.R. *(VESSELS EXTENSION EASEMENT PARCEL PLOTTED)*

A.30 A GRANT OF EASEMENTS AND MAINTENANCE AGREEMENT RECORDED MARCH 10, 2022 AS INSTRUMENT NO. 2022000094489, O.R. *(SIBONEY STREET EASEMENT PLOTTED)*

B. GRACE CHURCH TITLE REPORT:

B.2 AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR POLE LINES AND INCIDENTAL PURPOSES RECORDED AUGUST 5, 1959 IN BOOK 4828, PAGE 303 O.R.; A PARTIAL QUITCLAIM OF SAID EASEMENT RECORDED DECEMBER 13, 2001 AS INSTRUMENT NO. 20010907820, O.R. *(PLOTTED)*

B.3 AN EASEMENT IN FAVOR OF THE CITY OF CYPRESS FOR STORM DRAIN AND INCIDENTAL PURPOSES RECORDED NOVEMBER 26, 1969 IN BOOK 9148, PAGE 276 O.R. *(PLOTTED)*

B.9 THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "ACCESS AND UTILITY EASEMENT AGREEMENT" RECORDED JULY 19, 1991 AS INSTRUMENT NO. 91-377517 O.R.; THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "FIRST AMENDMENT TO EASEMENT AGREEMENT" RECORDED FEBRUARY 13, 2003 AS INSTRUMENT NO. 2003000165238, O.R.*(PLOTTED)*

B.10 AN EASEMENT IN FAVOR OF CYPRESS DEVELOPMENT, LOS ALAMITOS RACECOURSE AND FJC U.S.A., INC. FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES RECORDED JULY 31, 1991 AS INSTRUMENT NO. 91-404179 O.R., AN ASSUMPTION OF RECIPROCAL UTILITIES EASEMENT AGREEMENT EXECUTED BY GRACE COMMUNITY CHURCH OF LOS ALAMITOS RECORDED JULY 31, 1991 AS INSTRUMENT NO. 91-404181 O.R. *(BLANKET IN NATURE)*

B.11 AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR EITHER OR BOTH UNDERGROUND LINES, CONDUITS AND INCIDENTAL PURPOSES RECORDED JUNE 11, 1992 AS INSTRUMENT NO. 92-394387 O.R. *(PLOTTED)*

B.12 AN EASEMENT IN FAVOR OF THE CITY OF CYPRESS FOR ROADWAY, PUBLIC UTILITIES AND INCIDENTAL PURPOSES RECORDED OCTOBER 22, 1992 AS INSTRUMENT NO. 92-717813 O.R. *(PLOTTED)*

B.13 A DRAINAGE EASEMENT AGREEMENT RECORDED NOVEMBER 18, 1992 AS INSTRUMENT NO. 92-786740 O.R. *(BLANKET IN NATURE)*

B.15 A SIGHT EASEMENT AGREEMENT RECORDED OCTOBER 26, 1998 AS INSTRUMENT NO. 19980721454 O.R. *(PLOTTED)*

B.17 AN ACCESS EASEMENT AGREEMENT RECORDED MAY 23, 2011 AS INSTRUMENT NO. 2011000253538 O.R. *(PLOTTED)*

DRAFT

NO	DESCRIPTION	BY	DATE
1	UPDATED TENTATIVE MAP	MA	1/15/2025
2	UPDATED TENTATIVE MAP	GG	2/21/2025
3	TENATIVE MAP RESUBMITTAL	NC	6/20/2025
4	UPDATED TENTATIVE MAP	GG	9/4/2025
5	UPDATED TENTATIVE MAP	GG	10/21/2025

REVISIONS

NO	DESCRIPTION	BY	DATE
1	UPDATED TENTATIVE MAP	GG	12/19/2025
2	UPDATED TENTATIVE MAP	JM	02/03/2026
3	UPDATED TENTATIVE MAP	MA	03/19/2026
4	UPDATED TENTATIVE MAP	KM	04/02/2026
5	UPDATED TENTATIVE MAP	JM	04/15/2026

320 North Lincoln Avenue
Loveland, CO 80537
p: 970.613.1447
www.tait.com
ENGINEERING ENVIRONMENTAL BUILDING LAND
Santa Ana Sacramento Denver Dallas
San Luis Obispo Temecula Boise
TAIT & ASSOCIATES Since 1964

VESTING TENTATIVE TRACT NO. 19247

4961 KATELLA AVENUE, 5100 CERRITOS AVENUE
CYPRESS, CA 90720

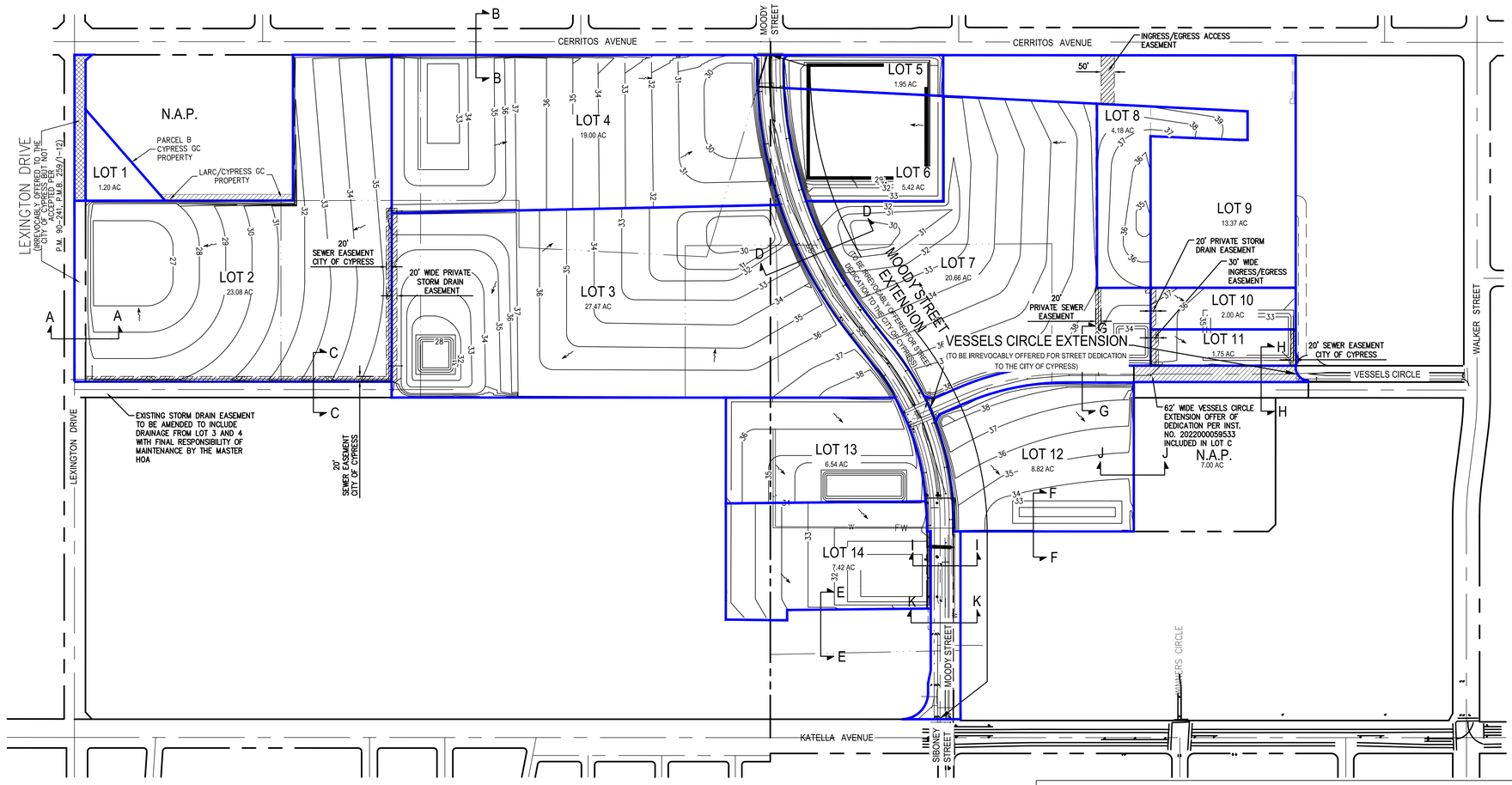
DRAWN: KG
DATE: 1/15/2025
CHECKED:
DATE:
REVISION #: 8
DATE: 03/19/2026
JOB NO: RP0308

5/15/2019 Internal Review

Apr 15, 2026 - 11:09pm by jhernandez K:\Drawings\SP\SP8338 - Los Alamitos\Survey\Office\Tentative Map\SP8338 - Los Alamitos - VTM Exhibit.dwg

VESTING TENTATIVE TRACT NO. 19247

IN THE CITY OF CYPRESS
COUNTY OF ORANGE, STATE OF CALIFORNIA
TAIT & ASSOCIATES, INC., MARCH 2026
PROPOSED SUBDIVISION



PROJECT DATA									
OWNER/DEVELOPER:	LOS ALAMITOS RACE COURSE, CYPRESS GC, LLC & GRACE COMMUNITY CHURCH OF CYPRESS 4961 KATELLA AVENUE LOS ALAMITOS, CA 90720 TEL:(951)280-3833								
ENGINEER:	TAIT & ASSOCIATES, INC. 701 N. PARKCENTER DRIVE SANTA ANA, CALIFORNIA 92705 ATTN: JACOB VANDERVIS, P.E. TEL:(714)560-8200								
DATE OF PREPARATION:	DECEMBER 10, 2024								
EXISTING LEGAL DESCRIPTION:	SEE LEGAL DESCRIPTION								
EXISTING EASEMENTS	SEE EXISTING EASEMENT NOTES								
ASSESSOR'S PARCEL NUMBERS:	241-081-02, 241-081-08, 241-081-12, 241-081-22, 241-081-23, 241-091-21, 241-091-37, 241-091-50, 241-091-51, 241-221-22, 241-221-24, 241-221-25, 241-221-26, 241-221-27, 241-221-28, 241-221-29, 241-221-30, 241-221-32, 241-221-33, 241-232-20, 241-232-21, 241-232-22, 241-232-37.								
PROPOSED NUMBER OF LOTS:	18 LOTS								
TOTAL EXISTING GROSS AREA:	6,618,174 ± S.F. / 151.90 ± ACRES								
TOTAL EXISTING NET AREA:	6,220,893 ± S.F. / 142.81 ± ACRES (WITHOUT R/W EASEMENTS/LETTER LOTS)								
MOODY STREET (FORMERLY SIBONEY)	1.92 ± ACRES	LOT 2:	23.08 ± ACRES	LOT 7:	20.66 ± ACRES	LOT 12:	8.82 ± ACRES		
LEXINGTON DRIVE	0.54 ± ACRES	LOT 3:	27.47 ± ACRES	LOT 8:	4.18 ± ACRES	LOT 13:	6.54 ± ACRES		
VESSEL CIRCLE (INCLUDES OFFER DEDICATION FROM MELIA HOMES)	2.07 ± ACRES	LOT 4:	19.00 ± ACRES	LOT 9:	13.37 ± ACRES	LOT 14:	7.42 ± ACRES		
MOODY STREET	4.51 ± ACRES	LOT 5:	1.95 ± ACRES	LOT 10:	2.00 ± ACRES				
LOT 1:	1.20 ± ACRES	LOT 6:	5.42 ± ACRES	LOT 11:	1.75 ± ACRES				
ZONING INFORMATION									
EXISTING ZONING	CYPRESS TOWN CENTER & COMMONS SPECIFIC PLAN 3.0								
PROPOSED ZONING	CYPRESS TOWN CENTER & COMMONS SPECIFIC PLAN 3.0								
EXISTING LAND USE	SPECIFIC PLAN								
PROPOSED LAND USE	SAME AS EXISTING								
ADJACENT ZONING	GENERAL COMMERCIAL & RESIDENTIAL								
EXISTING ADJACENT LAND USE	GENERAL COMMERCIAL & RESIDENTIAL								
SCHOOL DISTRICT	CYPRESS/ANAHEIM UNION HIGH/LOS ALAMITOS UNIFIED								
FLOOD ZONE	"X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) COMMUNITY PANEL NO. 06059C0216J DATED: 12.03.2009								
BUILDING CODE INFORMATION									
PLANNING DEPARTMENT	CITY OF CYPRESS (714) 229-6720								
FIRE PREVENTION	CITY OF CYPRESS (714) 229-6720								
WATER	GOLDEN STATE WATER (800) 999-4033								
SEWER & STORM DRAINAGE	CITY OF CYPRESS (714) 229-6700								
TRANSPORTATION	CDOT (657) 328-6000/OCTA (714) 560-6282								
INSPECTION/BUILDING CODE	CITY OF CYPRESS (714) 229-6730								
UTILITY INFORMATION									
GAS AVAILABILITY	SOUTHERN CALIFORNIA GAS (800) 427-2200								
ELECTRIC AVAILABILITY	SOUTHERN CALIFORNIA EDISON (800) 655-4555								
TELEPHONE/CABLE AVAILABILITY	VERIZON (800) 483-5000 SPECTRUM (855) 243-8892		AT&T BUSINESS (800) 750-2355/RESIDENCE (800) 310-2355 FRONTIER (833) 747-9645						
WATER AVAILABILITY	GOLDEN STATE WATER (800) 999-4033								
SEWER AVAILABILITY	CITY OF CYPRESS (714) 229-6700								
STORM AVAILABILITY	CITY OF CYPRESS (714) 229-6700								

LEGEND:

- CENTERLINE
- RIGHT OF WAY/PROPERTY LINE
- PROPOSED LOT LINE
- PROPOSED DETENTION BASIN

N

GRAPHIC SCALE

0' 100' 200' 400' 800'

(IN FEET)
1 inch = 200 ft.
CONTOUR INTERVAL = 1-FOOT

NOTE

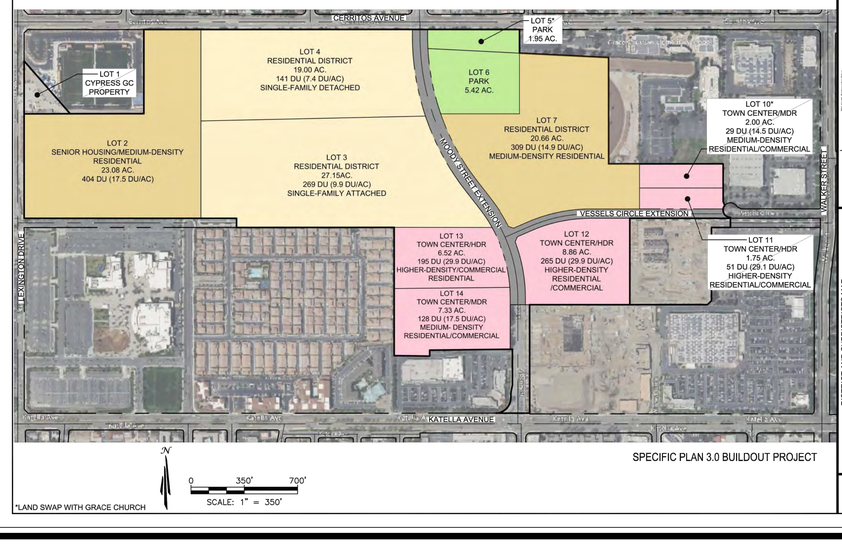
THE LOCATIONS, DESIGN AND SIZING OF THE SIX DETENTION BASINS SHOWN HEREON ARE CONCEPTUAL IN NATURE AND ILLUSTRATE POTENTIAL LOCATIONS, DESIGN AND SIZING FOR THE DETENTION BASINS THAT WILL OR MAY BE REQUIRED FOR BUILDOUT UNDER SPECIFIC PLAN 3.0. THE FINAL NUMBER, LOCATIONS, DESIGN AND SIZING OF SUCH DETENTION BASINS WILL BE DETERMINED AS DEVELOPMENT PLANS ARE APPROVED FOR PROJECTS IN THE VARIOUS LAND USE DISTRICTS. THE AMENDMENT OF THIS VESTING TENTATIVE TRACT MAP SHALL NOT BE REQUIRED TO REFLECT THE FINAL NUMBER, LOCATIONS, DESIGN AND SIZING OF THE REQUIRED DETENTION BASINS.

NOTE

SEE SHEET 4-5 FOR BASIN INFO.

LEXINGTON DRIVE WIDENING, MOODY STREET AND VESSELS CIRCLE EXTENSION ARE TO BE PUBLIC ROADWAY DEDICATED TO THE CITY VIA IRREVOCABLE OFFER OF DEDICATION VIA FINAL MAPS.

FIGURE 2



*LAND SWAP WITH GRACE CHURCH

SPECIFIC PLAN 3.0 BUILDOUT PROJECT

DISTRICT AND SUBDISTRICTS MAP
4961 KATELLA AVENUE
CYPRESS, CA 90720

NO	DESCRIPTION	BY	DATE
1	UPDATED TENTATIVE MAP	MA	11/5/2025
2	UPDATED TENTATIVE MAP	GG	2/21/2025
3	TENATIVE MAP RESUBMITTAL	NC	6/20/2025
4	UPDATED TENTATIVE MAP	GG	9/4/2025
5	UPDATED TENTATIVE MAP	GG	10/21/2025

REVISIONS

NO	DESCRIPTION	BY	DATE
1	UPDATED TENTATIVE MAP	GG	12/19/2025
2	UPDATED TENTATIVE MAP	JM	02/03/2026
3	UPDATED TENTATIVE MAP	MA	03/19/2026
4	UPDATED TENTATIVE MAP	JM	04/02/2026
5	UPDATED TENTATIVE MAP	JM	04/15/2026

TAIT & ASSOCIATES
320 North Lincoln Avenue
Loveland, CO 80537
p: 970.613.1447
www.tait.com
ENGINEERING ENVIRONMENTAL BUILDING LAND
Since 1964 Santa Ana Sacramento Denver Dallas
San Luis Obispo Riverside

VESTING TENTATIVE TRACT NO. 19247

4961 KATELLA AVENUE, 5100 CERRITOS AVENUE
CYPRESS, CA 90720

DRAWN: KG
DATE: 11/5/2025
CHECKED:
DATE:
REVISION #: 8
DATE: 03/19/2026
JOB NO: SPE0838

1 of 1

5/15/2019 Internal Review

Apr 15, 2026 - 11:02pm by jmcarrido K:\Drawings\SP\SP0838 - Los Alamitos\Survey\Office\Tentative Map\SP0838 - Los Alamitos - VTTM Proposed.dwg

CERRITOS AVENUE

MOODY STREET

24" RCP PUBLIC STORM DRAIN

N.A.P.

LOT 1
1.20 AC

LOT 2
23.08 AC

LOT 3
27.47 AC

LOT 4
19.00 AC

LOT 5
1.95 AC

LOT 6
5.42 AC

LOT 7
20.66 AC

LOT 13
6.54 AC

LOT 14
7.42 AC

BASIN B1
340'x340'x2'
5.24 ACRE/FT
7.1 CFS OUTLET
BASIN BOTTOM 27.00

BASIN B2
120'x120'x3'
0.99 ACRE/FT
2.2 CFS OUTLET

BASIN B3
200'x200'x1.5'
1.33 ACRE/FT
2.0 CFS OUTLET
BASIN BOTTOM 33.00

BASIN A1
197'x197'x2'
1.77 ACRE/FT
2.2 CFS OUTLET
BASIN BOTTOM 30.00

BASIN A2
300'x75'x3'
1.41 ACRE/FT
2.0 CFS OUTLET
BASIN BOTTOM 30.00

SEDIMENT BASIN

SEDIMENT BASIN

DETENTION BASIN C
BASIN BOTTOM 23.00
PUMP

LEXINGTON DRIVE
(IRREVOCABLY OFFERED TO THE CITY OF CYPRESS BUT NOT ACCEPTED PER P.M. 90-241, P.M.B. 259/1-12)

MOODY STREET EXTENSION
(TO BE IRREVOCABLY OFFERED FOR STREET DEDICATION TO THE CITY OF CYPRESS)

VESSELS C
(TO BE IRREVOCABLY
TO TH

MATCHLINE - SEE SHEET 5

20' SEWER EASEMENT CITY OF CYPRESS

20' WIDE PRIVATE STORM DRAIN EASEMENT

PRIVATE 18" RCP STORM DRAIN

PROPOSED 12" SEWER

PROPOSED TRAFFIC SIGNAL

14' IRREVOCABLE OFFER STREET DEDICATION

27' L.S. EASEMENT TO BE EXECUTED/TRANSFERRED AS CONDITION OF STREET DEDICATION

KATELLA AVENUE

SIBONEY STREET

MOODY STREET

N

GRAPHIC SCALE
0' 50' 100' 200' 400'
(IN FEET)
1 inch = 100 ft.
CONTOUR INTERVAL = 1-FOOT

NOTE

THE LOCATIONS, DESIGN AND SIZING OF THE SIX DETENTION BASINS SHOWN HEREON ARE CONCEPTUAL IN NATURE AND ILLUSTRATE POTENTIAL LOCATIONS, DESIGN AND SIZING FOR THE DETENTION BASINS THAT WILL OR MAY BE REQUIRED FOR BUILDOUT UNDER SPECIFIC PLAN 3.0. THE FINAL NUMBER, LOCATIONS, DESIGN AND SIZING OF SUCH DETENTION BASINS WILL BE DETERMINED AS DEVELOPMENT PLANS ARE APPROVED FOR PROJECTS IN THE VARIOUS LAND USE DISTRICTS. THE AMENDMENT OF THIS VESTING TENTATIVE TRACT MAP SHALL NOT BE REQUIRED TO REFLECT THE FINAL NUMBER, LOCATIONS, DESIGN AND SIZING OF THE REQUIRED DETENTION BASINS.

NO	DESCRIPTION	BY	DATE
1	UPDATED TENTATIVE MAP	GG	12/19/2025
2	UPDATED TENTATIVE MAP	JM	02/03/2026
3	TENATIVE MAP RESUBMITTAL	MA	03/19/2026
4	UPDATED TENTATIVE MAP	IM	04/02/2026
5	UPDATED TENTATIVE MAP	JM	04/15/2026

NO	DESCRIPTION	BY	DATE
1	UPDATED TENTATIVE MAP	MA	1/15/2025
2	UPDATED TENTATIVE MAP	GG	2/21/2025
3	UPDATED TENTATIVE MAP	NC	6/20/2025
4	UPDATED TENTATIVE MAP	GG	9/4/2025
5	UPDATED TENTATIVE MAP		10/21/2025

REVISIONS

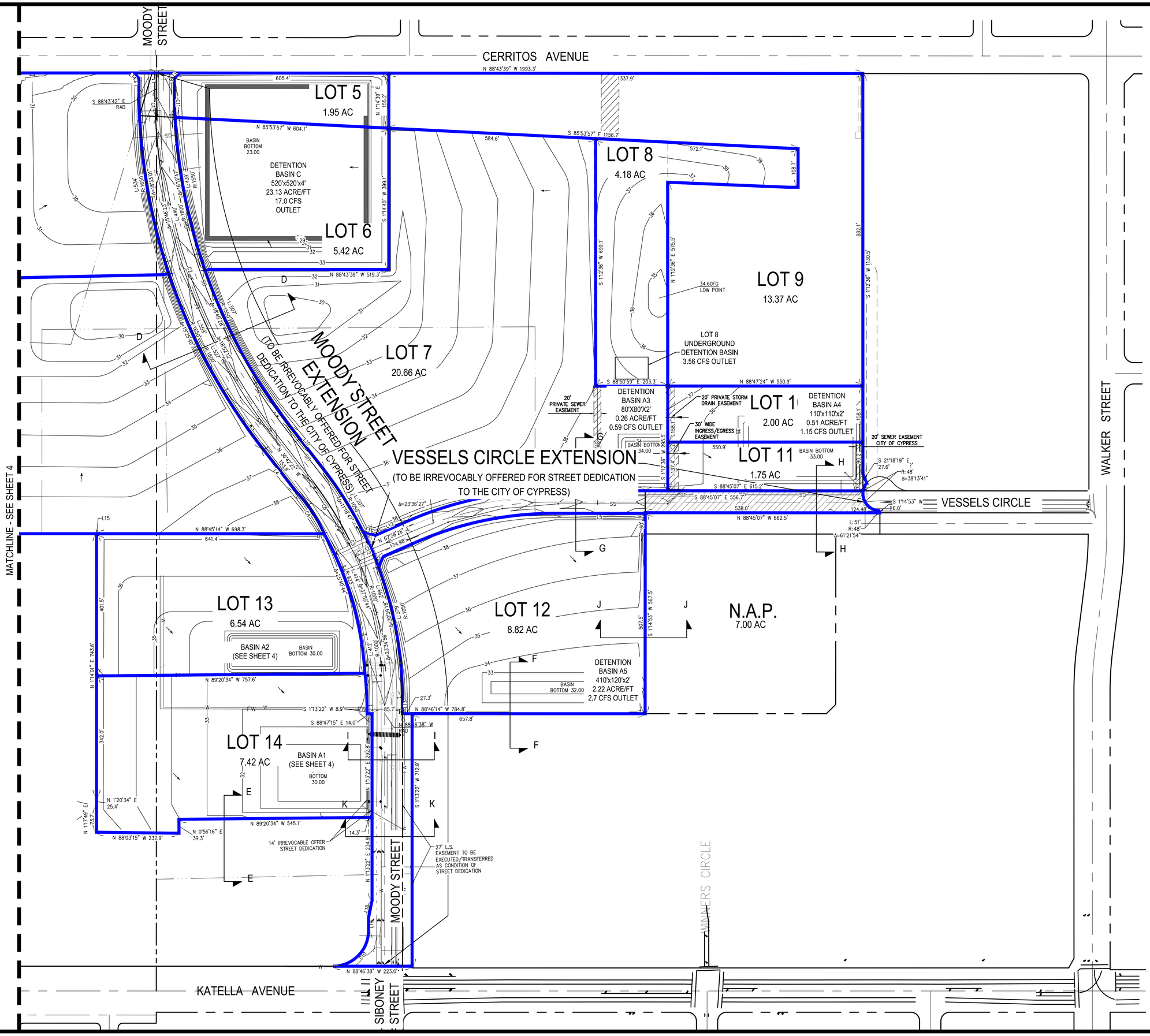
TAIT & ASSOCIATES
Since 1944
ENGINEERING ENVIRONMENTAL BUILDING LAND
Santa Ana Sacramento Denver Dallas
San Luis Obispo Riverside Boise
320 North Lincoln Avenue
Loveland, CO 80537
p: 970.613.1447
www.tait.com

VESTING TENTATIVE TRACT NO. 19247

4961 KATELLA AVENUE, 5100 CERRITOS AVENUE
CYPRESS, CA 90720

DRAWN: IKG
DATE: 1/15/2025
CHECKED:
DATE:
REVISION #: 8
DATE: 03/19/2026
JOB NO: SP0635

5/15/2019 Internal Review



LINE TABLE		
NUMBER	BEARING	LENGTH
L1	S1° 16' 18"W	44.12'
L3	N1° 16' 18"E	29.11'
L4	N36° 42' 22"W	153.78'
L5	S88° 45' 07"E	258.06'
L8	N1° 16' 18"E	44.12'
L9	N46° 16' 20"E	21.21'
L10	N36° 42' 22"W	153.78'
L11	N71° 11' 55"W	35.81'
L12	S67° 38' 26"W	99.49'
L13	S1° 13' 22"W	43.93'
L14	N43° 44' 40"W	21.17'
L15	S88° 45' 42"E	0.81'
L18	S12° 45' 35"W	50.00'
L19	S1° 13' 22"W	36.15'
L22	S88° 45' 53"E	67.00'
L23	N88° 49' 47"W	42.00'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	2° 49' 26"	1600.00'	78.86'
C2	0° 30' 40"	1600.00'	14.27'
C3	4° 03' 10"	1000.00'	70.74'
C4	8° 42' 06"	950.00'	144.28'
C6	10° 17' 38"	1000.00'	179.66'
C7	23° 36' 27"	1032.00'	425.21'
C10	90° 00' 00"	100.00'	157.08'
C11	3° 00' 25"	1550.00'	81.35'
C12	5° 57' 40"	1050.00'	109.24'

NOTE

THE LOCATIONS, DESIGN AND SIZING OF THE SIX DETENTION BASINS SHOWN HEREON ARE CONCEPTUAL IN NATURE AND ILLUSTRATE POTENTIAL LOCATIONS, DESIGN AND SIZING FOR THE DETENTION BASINS THAT WILL OR MAY BE REQUIRED FOR BUILDOUT UNDER SPECIFIC PLAN 3.0. THE FINAL NUMBER, LOCATIONS, DESIGN AND SIZING OF SUCH DETENTION BASINS WILL BE DETERMINED AS DEVELOPMENT PLANS ARE APPROVED FOR PROJECTS IN THE VARIOUS LAND USE DISTRICTS. THE AMENDMENT OF THIS VESTING TENTATIVE TRACT MAP SHALL NOT BE REQUIRED TO REFLECT THE FINAL NUMBER, LOCATIONS, DESIGN AND SIZING OF THE REQUIRED DETENTION BASINS.

N

GRAPHIC SCALE

0' 50' 100' 200' 400'

(IN FEET)
1 inch = 100 ft.
CONTOUR INTERVAL = 1-FOOT

NO	DESCRIPTION	DATE	BY
1	UPDATED TENTATIVE MAP	12/19/2025	GG
2	UPDATED TENTATIVE MAP	02/03/2026	JM
3	UPDATED TENTATIVE MAP	03/19/2026	MA
4	UPDATED TENTATIVE MAP	04/02/2026	JM
5	UPDATED TENTATIVE MAP	04/15/2026	JM

NO	DESCRIPTION	DATE	BY
1	UPDATED TENTATIVE MAP	11/5/2025	MA
2	UPDATED TENTATIVE MAP	12/1/2025	GG
3	TENATIVE MAP RESUBMITTAL	6/20/2025	NC
4	UPDATED TENTATIVE MAP	9/4/2025	GG
5	UPDATED TENTATIVE MAP	10/21/2025	GG

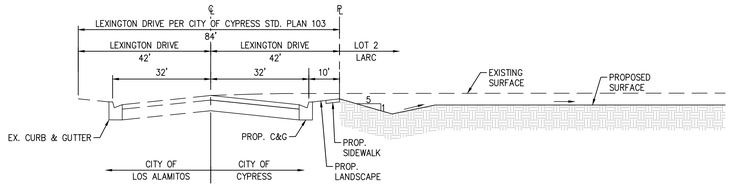
TAIT & ASSOCIATES
Since 1944
320 North Lincoln Avenue
Loveland, CO 80537
p: 970.613.1447
www.tait.com
ENGINEERING ENVIRONMENTAL BUILDING LAND
Santa Ana Sacramento Denver Dallas
San Luis Obispo Riverside Irvine

VESTING TENTATIVE TRACT NO. 19247

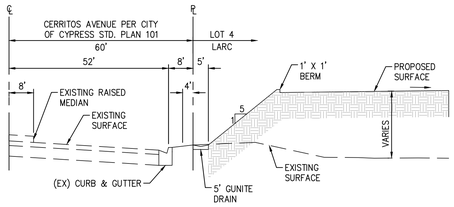
4961 KATELLA AVENUE, 5100 CERRITOS AVENUE
CYPRESS, CA 90720

DRAWN: KG
DATE: 11/5/2025
CHECKED:
DATE:
REVISION #: 8
DATE: 03/19/2026
JOB NO: SP3038

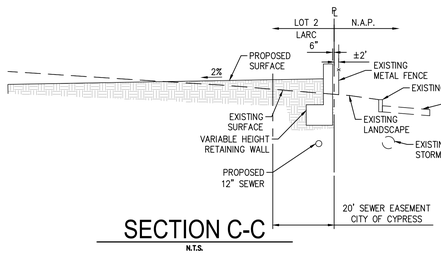
5/15/2019 Internal Review



SECTION A-A
N.T.S.

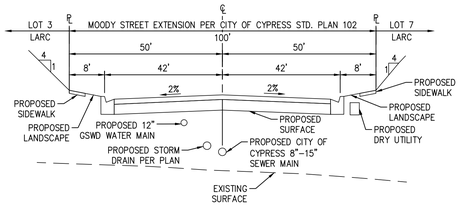


SECTION B-B
N.T.S.

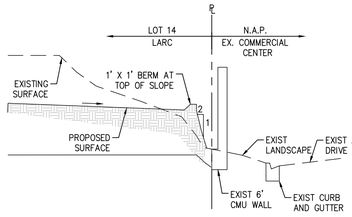


SECTION C-C
N.T.S.

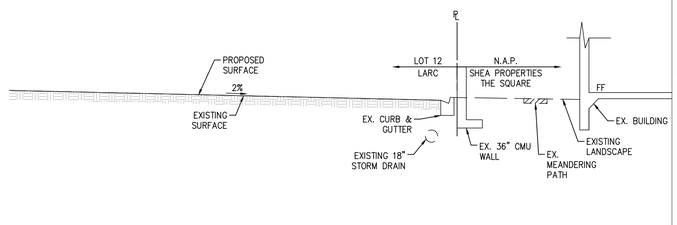
IRREVOCABLE OFFER TO DEDICATE
PUBLIC STREET



SECTION D-D
N.T.S.

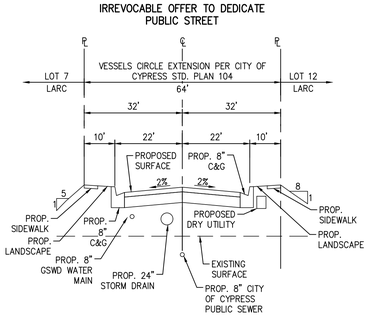


SECTION E-E
N.T.S.

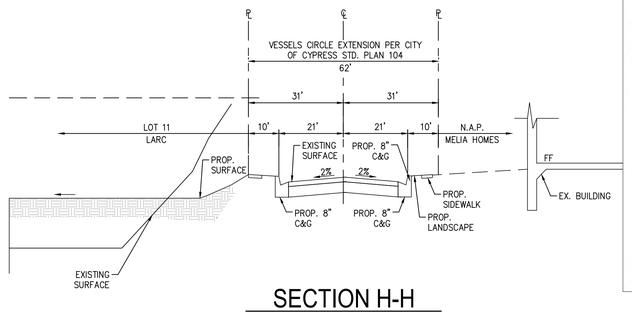


SECTION F-F
N.T.S.

IRREVOCABLE OFFER TO DEDICATE
PUBLIC STREET

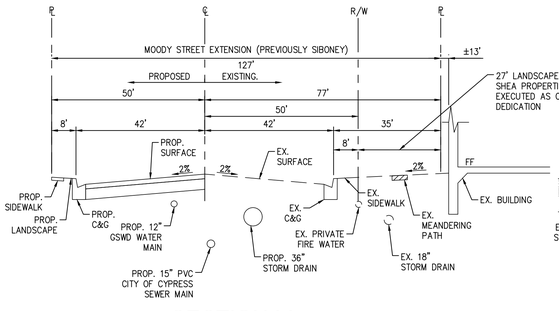


SECTION G-G
N.T.S.

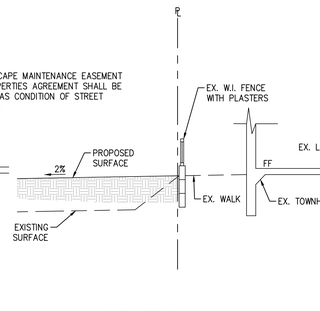


SECTION H-H
N.T.S.

IRREVOCABLE OFFER TO DEDICATE
PUBLIC STREET

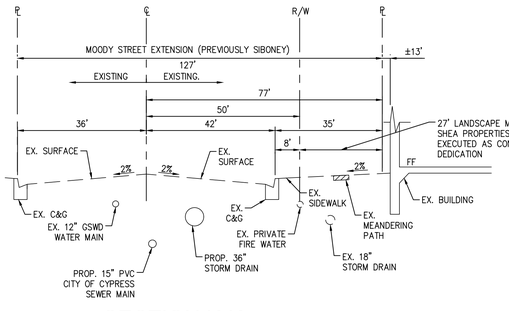


SECTION I-I
N.T.S.

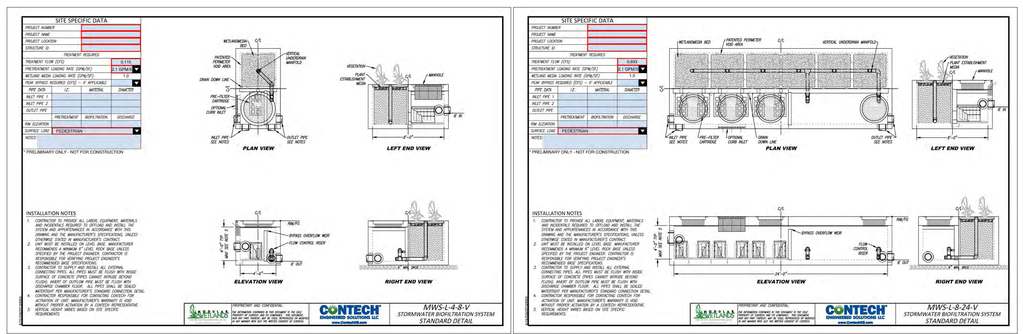


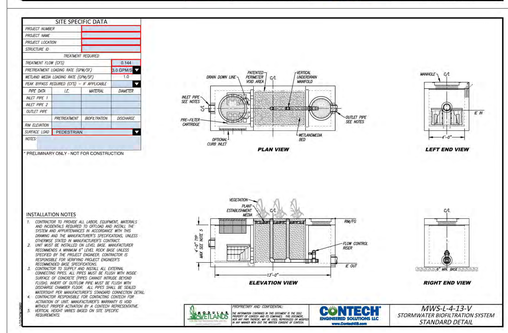
SECTION J-J
N.T.S.

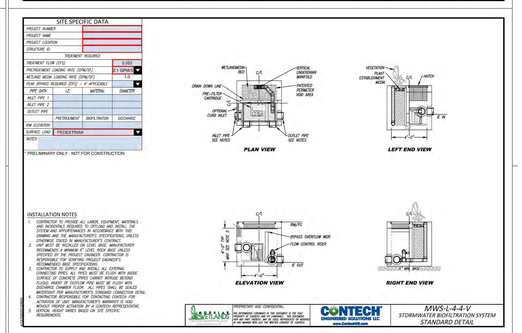
IRREVOCABLE OFFER TO DEDICATE
PUBLIC STREET

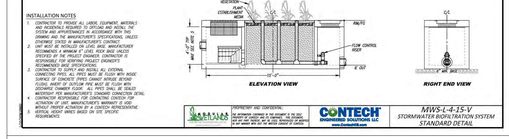


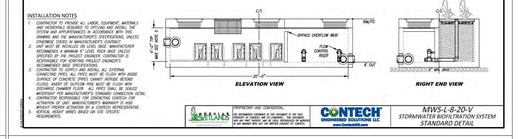
SECTION K-K
N.T.S.

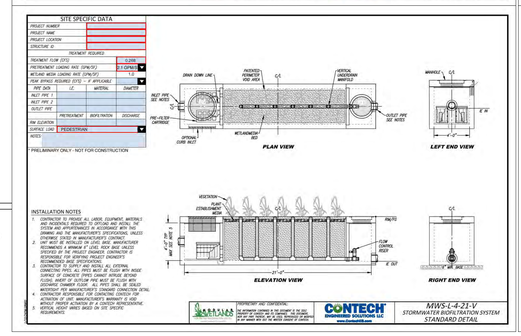


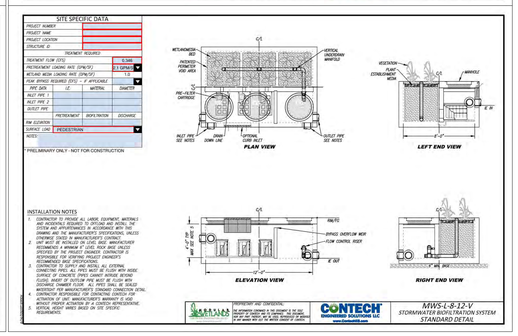




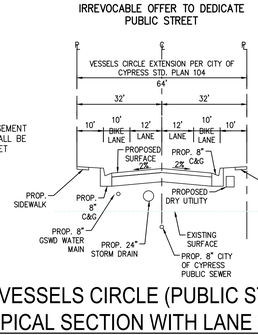






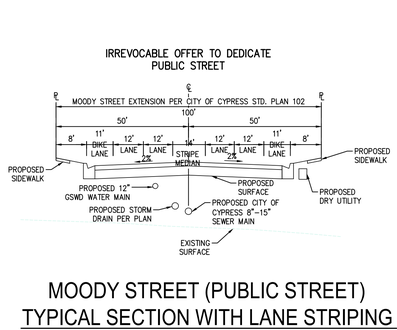


IRREVOCABLE OFFER TO DEDICATE
PUBLIC STREET



VESSELS CIRCLE (PUBLIC STREET)
TYPICAL SECTION WITH LANE STRIPING
N.T.S.

IRREVOCABLE OFFER TO DEDICATE
PUBLIC STREET



MOODY STREET (PUBLIC STREET)
TYPICAL SECTION WITH LANE STRIPING
N.T.S.

NO	DESCRIPTION	BY	DATE
1	UPDATED TENTATIVE MAP	MA	11/5/2025
2	UPDATED TENTATIVE MAP	GG	2/21/2025
3	TENATIVE MAP RESUBMITTAL	NC	6/20/2025
4	UPDATED TENTATIVE MAP	GG	9/4/2025
5	UPDATED TENTATIVE MAP		10/21/2025

NO	DESCRIPTION	BY	DATE
1	UPDATED TENTATIVE MAP	GG	12/19/2025
2	UPDATED TENTATIVE MAP	JM	02/03/2026
3	UPDATED TENTATIVE MAP	MA	03/19/2026
4	UPDATED TENTATIVE MAP	MA	04/02/2026
5	UPDATED TENTATIVE MAP	JM	04/15/2026

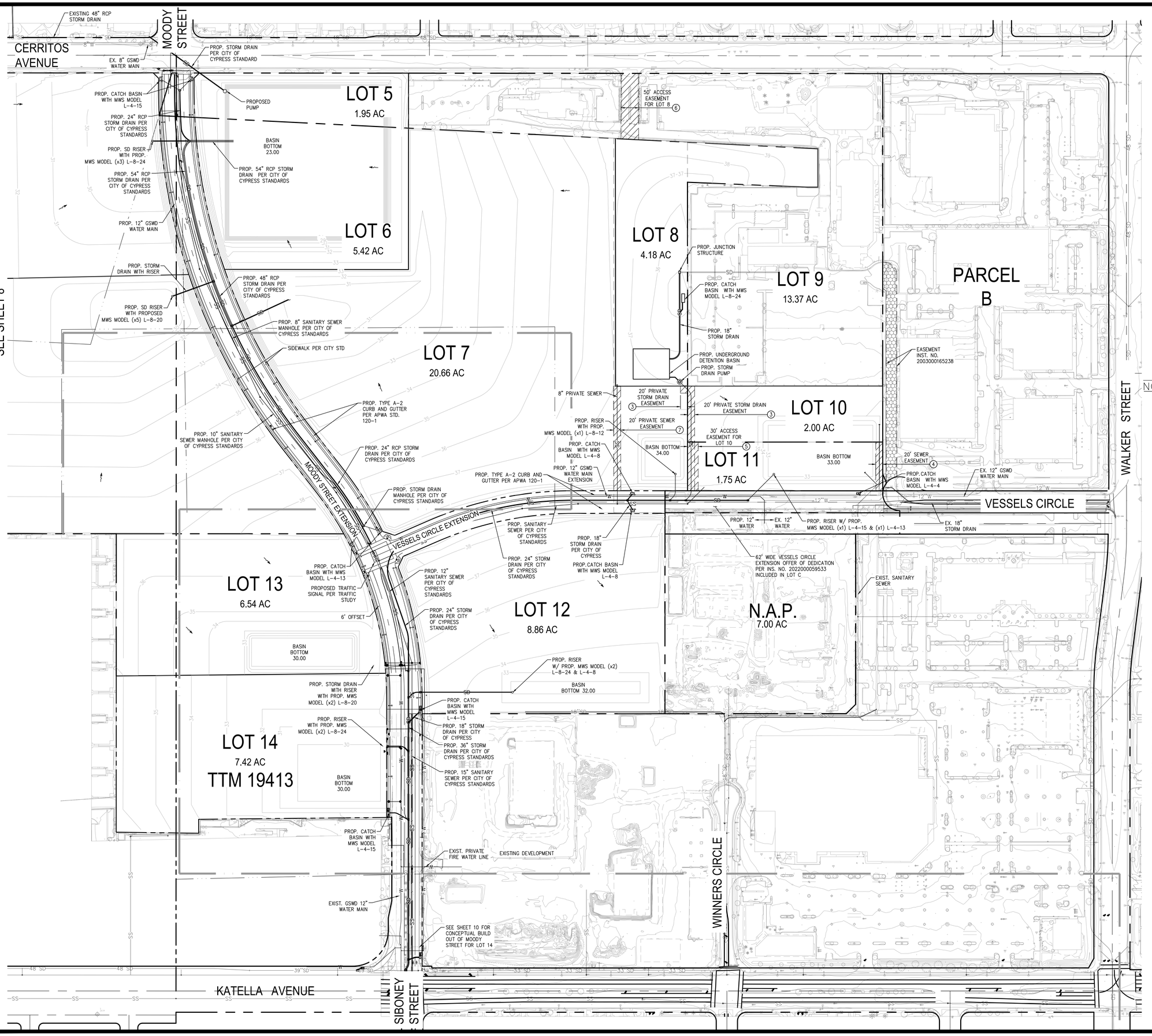
TAIT & ASSOCIATES
Since 1944
320 North Lincoln Avenue
Loveland, CO 80537
p: 970.613.1447
www.tait.com
ENGINEERING ENVIRONMENTAL BUILDING LAND
Santa Ana Sacramento Denver Dallas
Irvine Chico Boise

VESTING TENTATIVE TRACT NO. 19247

4961 KATELLA AVENUE, 5100 CERRITOS AVENUE
CYPRESS, CA 90720

DRAWN: KG
DATE: 11/5/2025
CHECKED:
DATE:
REVISION #:
DATE: 03/19/2026
JOB NO: SP19038

5/15/2019 Internal Review



LEGEND:

- PROPERTY LINE (℄)
- RIGHT-OF-WAY (R/W)
- EASEMENT
- CENTER LINE (℄)
- PROPOSED CONTOUR
- EXISTING CONTOUR
- PROPOSED STORM DRAIN LINE (12" DIA. OR LESS)
- PROPOSED STORM DRAIN LINE (18" DIA. OR GREATER)
- PROPOSED SEWER LINE
- PROPOSED WATER LINE
- PROPOSED FIREWATER LINE
- EXISTING SEWER LINE
- EXISTING WATER LINE
- EXISTING FIREWATER LINE
- EXISTING STORM DRAIN LINE (12" DIA. OR LESS)
- EXISTING STORM DRAIN LINE (18" DIA. OR GREATER)
- ROOSMOOR-LOS ALAMITOS SEWER DISTRICT BOUNDARY

NOTES

1. INSTALL STREET TREES PER CITY OF CYPRESS STANDARDS
2. INSTALL STREET LIGHTS PER CITY OF CYPRESS STANDARDS
3. INSTALL FIRE HYDRANTS AT 600 FEET ON-CENTER ALONG MOODY AND VESSEL
4. INSTALL TRAFFIC SIGNAL AT MOODY & VESSELS PER CITY OF CYPRESS STANDARDS
5. UPGRADE TRAFFIC SIGNAL AT MOODY AND CERRITOS PER CITY OF CYPRESS STANDARDS
6. FINAL PAVEMENT SECTION OF MOODY AND VESSELS PER FINAL GEOTECHNICAL REPORT AND CITY STANDARDS
7. TRAILS AND GREENWAYS AND BIKE PATHS PER FINAL SITE PLANS AS NOTED IN SPECIFIC PLAN 3.0
8. 2.0 ACRE PARK SPACE OVERLAY TO BE DETERMINED IN FINAL SITE PLANS
9. HOA TO BE SET UP FOR MAINTENANCE OF LANDSCAPE AND WATER QUALITY DEVICE (BMP) IN PUBLIC RIGHTS OF WAY (MOODY, VESSEL, CIRCLE)
10. THE LOCATIONS, DESIGN AND SIZING OF THE SIX DETENTION BASINS SHOWN HEREON ARE CONCEPTUAL IN NATURE AND ILLUSTRATE POTENTIAL LOCATIONS, DESIGN AND SIZING FOR THE DETENTION BASINS THAT WILL OR MAY BE REQUIRED FOR BUILDOUT UNDER SPECIFIC PLAN 3.0. THE FINAL NUMBER, LOCATIONS, DESIGN AND SIZING OF SUCH DETENTION BASINS WILL BE DETERMINED AS DEVELOPMENT PLANS ARE APPROVED FOR PROJECTS IN THE VARIOUS LAND USE DISTRICTS. THE AMENDMENT OF THIS VESTING TENTATIVE TRACT MAP SHALL NOT BE REQUIRED TO REFLECT THE FINAL NUMBER, LOCATIONS, DESIGN AND SIZING OF THE REQUIRED DETENTION BASINS.

PROPOSED EASEMENTS:

1. A PROPOSED 20-FOOT WIDE SEWER EASEMENT ON LOT 2.
2. A PROPOSED 20-FOOT WIDE STORM DRAIN EASEMENT ON LOT 3.
3. A PROPOSED 20-FOOT WIDE PRIVATE STORM DRAIN EASEMENT ON LOTS 7,10 AND 11 FOR SERVICE TO LOT 8.
4. A PROPOSED 20-FOOT WIDE SEWER EASEMENT ON LOT 11 FOR SERVICE TO LOT 10.
5. A PROPOSED 30-FOOT WIDE EASEMENT FOR INGRESS/EGRESS ON LOT 11.
6. A PROPOSED 50-FOOT WIDE EASEMENT FOR INGRESS/EGRESS ON LOT 9 FOR ACCESS TO LOT 8.
7. PROPOSED 20-FOOT WIDE PRIVATE SEWER EASEMENT ON LOT 7 FOR SERVICE TO LOT 8.

N

GRAPHIC SCALE

0' 50' 100' 200' 400'

(IN FEET)
1 inch = 100 ft.
CONTOUR INTERVAL = 1-FOOT

BY	DATE	REVISIONS
GG	12/19/2025	UPDATED TENTATIVE MAP
JM	02/03/2026	UPDATED TENTATIVE MAP
MA	03/19/2026	UPDATED TENTATIVE MAP
NM	04/02/2026	UPDATED TENTATIVE MAP
JM	04/15/2026	UPDATED TENTATIVE MAP

NO	DESCRIPTION	DATE	BY
1	UPDATED TENTATIVE MAP	1/5/2025	MA
2	UPDATED TENTATIVE MAP	2/21/2025	GG
3	TENTATIVE MAP RESUBMITTAL	6/20/2025	NC
4	UPDATED TENTATIVE MAP	9/4/2025	GG
5	UPDATED TENTATIVE MAP	10/21/2025	GG

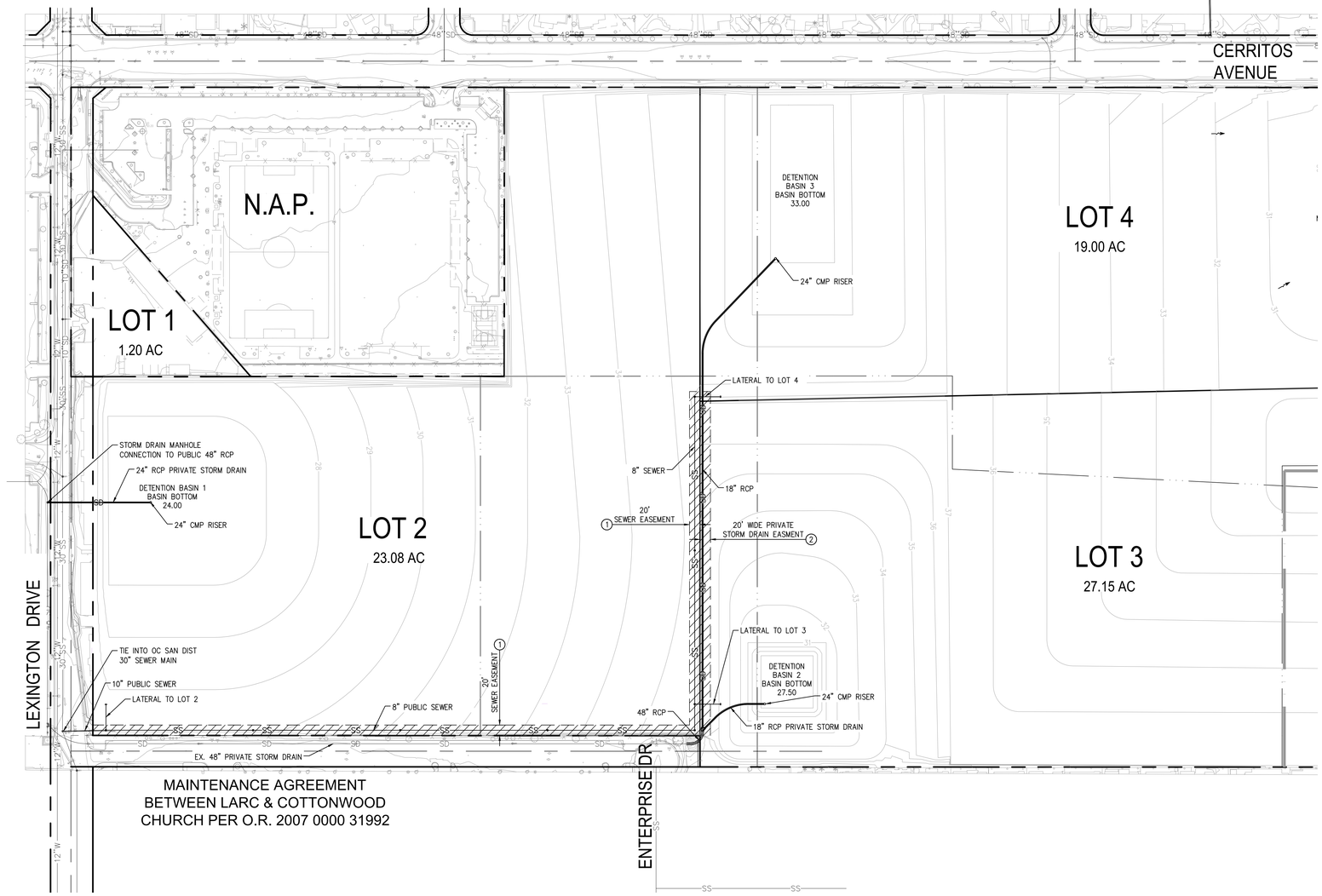
TAIT & ASSOCIATES
Since 1944
320 North Lincoln Avenue
Loveland, CO 80537
p: 970.613.1447
www.tait.com
ENGINEERING ENVIRONMENTAL BUILDING LAND
Denver Dallas
Sacramento Irvine
Santa Ana
San Luis Obispo

VESTING TENTATIVE TRACT NO. 19247

4961 KATELLA AVENUE, 5100 CERRITOS AVENUE
CYPRESS, CA 90720

DRAWN: KG
DATE: 1/15/2025
CHECKED:
DATE:
REVISION #: 8
DATE: 09/22/2026
JOB NO: SPR3308

5/15/2019 Internal Review



PROPOSED EASEMENTS:

1. A PROPOSED 20-FOOT WIDE SEWER EASEMENT ON LOT 2.
2. A PROPOSED 20-FOOT WIDE STORM DRAIN EASEMENT ON LOT 3.
3. A PROPOSED 20-FOOT WIDE PRIVATE STORM DRAIN EASEMENT ON LOT 7 FOR SERVICE TO LOT 8.
4. A PROPOSED 20-FOOT WIDE SEWER EASEMENT ON LOT 11 FOR SERVICE TO LOT 10.
5. A PROPOSED 30-FOOT WIDE EASEMENT FOR INGRESS/EGRESS ON LOT 11.
6. A PROPOSED 50-FOOT WIDE EASEMENT FOR INGRESS/EGRESS ON LOT 9 FOR ACCESS TO LOT 8.
7. PROPOSED 20-FOOT WIDE PRIVATE SEWER EASEMENT ON LOT 7 FOR SERVICE TO LOT 8.

LEGEND:

- PROPERTY LINE (℄)
- RIGHT-OF-WAY (R/W)
- EASEMENT
- CENTER LINE (℄)
- 200' PROPOSED CONTOUR
- EXISTING CONTOUR
- SD PROPOSED STORM DRAIN LINE (12" DIA. OR LESS)
- SD PROPOSED STORM DRAIN LINE (18" DIA. OR GREATER)
- SS PROPOSED SEWER LINE
- W PROPOSED WATER LINE
- FW PROPOSED FIREWATER LINE
- SS EXISTING SEWER LINE
- W EXISTING WATER LINE
- FW EXISTING FIREWATER LINE
- SD EXISTING STORM DRAIN LINE (12" DIA. OR LESS)
- EXISTING STORM DRAIN LINE (18" DIA. OR GREATER)
- ROOSMOOR-LOS ALAMITOS SEWER DISTRICT BOUNDARY

N

GRAPHIC SCALE

0' 50' 100' 200' 400'

(IN FEET)
1 inch = 100 ft.
CONTOUR INTERVAL = 1-FOOT

NOTES

1. INSTALL STREET TREES PER CITY OF CYPRESS STANDARDS
2. INSTALL STREET LIGHTS PER CITY OF CYPRESS STANDARDS
3. INSTALL FIRE HYDRANTS AT 600 FEET ON-CENTER ALONG MOODY AND VESSEL
4. INSTALL TRAFFIC SIGNAL AT MOODY & VESSELS PER CITY OF CYPRESS STANDARDS
5. UPGRADE TRAFFIC SIGNAL AT MOODY AND CERRITOS PER CITY OF CYPRESS STANDARDS
6. FINAL PAVEMENT SECTION OF MOODY AND VESSELS PER FINAL GEOTECHNICAL REPORT AND CITY STANDARDS
7. TRAILS AND GREENWAYS AND BIKE PATHS PER FINAL SITE PLANS AS NOTED IN SPECIFIC PLAN 3.0
8. 2.0 ACRE PARK SPACE OVERLAY TO BE DETERMINED IN FINAL SITE PLANS
9. HOA TO BE SET UP FOR MAINTENANCE OF LANDSCAPE AND WATER QUALITY DEVICE (BMP) IN PUBLIC RIGHTS OF WAY (MOODY, VESSEL, CIRCLE)
10. THE LOCATIONS, DESIGN AND SIZING OF THE SIX DETENTION BASINS SHOWN HEREON ARE CONCEPTUAL IN NATURE AND ILLUSTRATE POTENTIAL LOCATIONS, DESIGN AND SIZING FOR THE DETENTION BASINS THAT WILL OR MAY BE REQUIRED FOR BUILDOUT UNDER SPECIFIC PLAN 3.0. THE FINAL NUMBER, LOCATIONS, DESIGN AND SIZING OF SUCH DETENTION BASINS WILL BE DETERMINED AS DEVELOPMENT PLANS ARE APPROVED FOR PROJECTS IN THE VARIOUS LAND USE DISTRICTS. THE AMENDMENT OF THIS VESTING TENTATIVE TRACT MAP SHALL NOT BE REQUIRED TO REFLECT THE FINAL NUMBER, LOCATIONS, DESIGN AND SIZING OF THE REQUIRED DETENTION BASINS.

NO	DESCRIPTION	BY	DATE
1	UPDATED TENTATIVE MAP	GG	12/19/2025
2	UPDATED TENTATIVE MAP	JM	02/03/2026
3	UPDATED TENTATIVE MAP	MA	03/19/2026
4	UPDATED TENTATIVE MAP	IM	04/02/2026
5	UPDATED TENTATIVE MAP	JM	04/15/2026

NO	DESCRIPTION	BY	DATE
1	UPDATED TENTATIVE MAP	MA	1/5/2025
2	UPDATED TENTATIVE MAP	GG	2/21/2025
3	TENATIVE MAP RESUBMITTAL	NC	6/20/2025
4	UPDATED TENTATIVE MAP	GG	9/4/2025
5	UPDATED TENTATIVE MAP		10/21/2025

REVISIONS

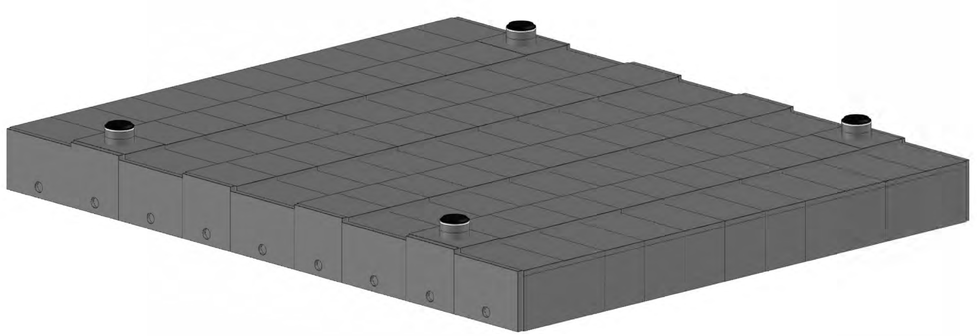
TAIT & ASSOCIATES Since 1944
320 North Lincoln Avenue
Loveland, CO 80537
p: 970.613.1447
www.tait.com
ENGINEERING ENVIRONMENTAL BUILDING LAND
Santa Ana Sacramento Denver
San Luis Obispo Tempe Boise
Dallas

VESTING TENTATIVE TRACT NO. 19247

4961 KATELLA AVENUE, 5100 CERRITOS AVENUE
CYPRESS, CA 90720

DRAWN: KG
DATE: 11/5/2025
CHECKED:
DATE:
REVISION #: 8
DATE: 02/19/2026
JOB NO: SFW2408

5/15/2019 Internal Review



ISO VIEW

NOTE:
DETAILS PROVIDED ARE CONCEPTUAL
FINAL DETAILS TO BE PROVIDED FOR FINAL CONSTRUCTION DOCUMENTS

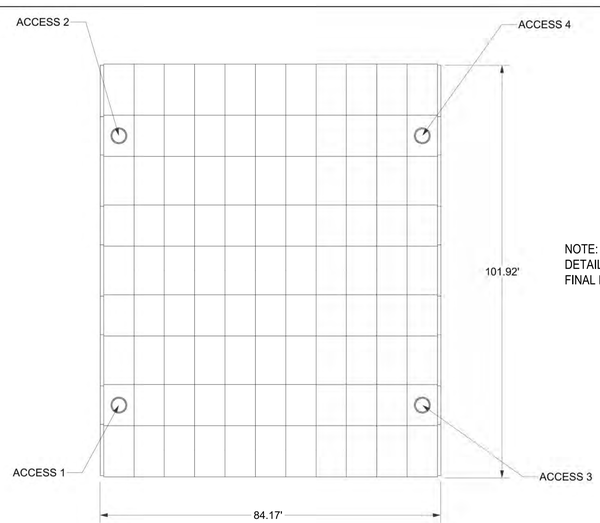
Santa Fe Water Systems

©2026 Jensen Infrastructure- All rights reserved.
All materials appearing as Jensen Infrastructure documents and the like are proprietary work product and are protected under U.S.copyright and other laws. Unless in conjunction with business conducted with Jensen Infrastructure, any use of Jensen Infrastructure work product without express, written consent is prohibited, and recipient is prohibited from distributing any and all work product to non-approved third parties under penalty of civil action. This product shall only be produced in a Jensen Infrastructure facility.

Infrastructure JENSEN WWW.JENSENPRECAST.COM

Project: 12025 Cypress TTM Conceptual WQMP - LOT 8 - (7ft with 1ft freeboard)

Req. Storage Capacity: 50094 ft³	Storage Capacity: 50563±10 ft³	Area of Footprint: 8570±10 ft²
Drawn By: G. Singh	Date: 2/16/2026	Scale: 0.01	Dwg No.: 410001126	Sheet: 1 of 3



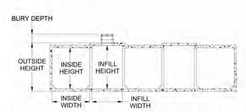
PLAN VIEW

ITEM	QTY	PART	WEIGHT	INSTALL SEQ
1	4	Bridge Slab Top C36	7043	
2	4	CI Ring & Cover D36"	0	
3	8	Grade Ring D36x12"	0	
4	22	Bottom Section Side 144x90x84	18624	
5	55	Top Section Slab 147x90	11064	
6	44	Bridge Slab Bottom Detention	7526	
7	8	Bridge End Wall 114x109x10	10684	
8	10	Section End Wall 150x102x10	13381	
9	40	Bridge Slab Top	7502	
10	33	Bottom Section Center 144x90x84	16355	

DESIGN NOTES:

- THIS PRODUCT SHALL ONLY BE PRODUCED IN A JENSEN PRECAST FACILITY.
- UNLESS OTHERWISE NOTED OR SPECIFIED THE STRUCTURE SHALL BE INSTALLED PER "STORMVAULT INSTALLATION MANUAL" FOUND AT https://www.jensenprecast.com/resource-hub/jensen-solutions/stormwater-capabilities/
- ADDITIONAL GRADE RINGS OR RISERS MAY BE NEEDED BASED ON THE FLOOR GRADE.
- FREEBOARD: 1'
- FLOOR ELEVATION: 0'
- BURY DEPTH (2' MIN - 5' MAX): SEE TABLE
- WATER LEVEL: BELOW STRUCTURE
- DESIGN SPECIFICATION: AASHTO LRFD
- LOADING SPECIFICATION: AASHTO HL-93
- REINFORCING TYPE: REBAR

NOTE:
DETAILS PROVIDED ARE CONCEPTUAL
FINAL DETAILS TO BE PROVIDED FOR FINAL CONSTRUCTION DOCUMENTS



INSIDE HEIGHT	INFILL HEIGHT	OUTSIDE HEIGHT	INSIDE WIDTH	INFILL WIDTH
7'	8'-5"	9'-2"	12'	8'-11"

GENERIC SECTION VIEW
(NOT TO SCALE)

ACCESS NO.	DIA	BURY DEPTH	ELEVATION
1	36"	2'-8"	11'
2	36"	2'-8"	11'
3	36"	2'-8"	11'
4	36"	2'-8"	11'

Santa Fe Water Systems

©2026 Jensen Infrastructure- All rights reserved.
All materials appearing as Jensen Infrastructure documents and the like are proprietary work product and are protected under U.S.copyright and other laws. Unless in conjunction with business conducted with Jensen Infrastructure, any use of Jensen Infrastructure work product without express, written consent is prohibited, and recipient is prohibited from distributing any and all work product to non-approved third parties under penalty of civil action. This product shall only be produced in a Jensen Infrastructure facility.

Infrastructure JENSEN WWW.JENSENPRECAST.COM

Project: 12025 Cypress TTM Conceptual WQMP - LOT 8 - (7ft with 1ft freeboard)

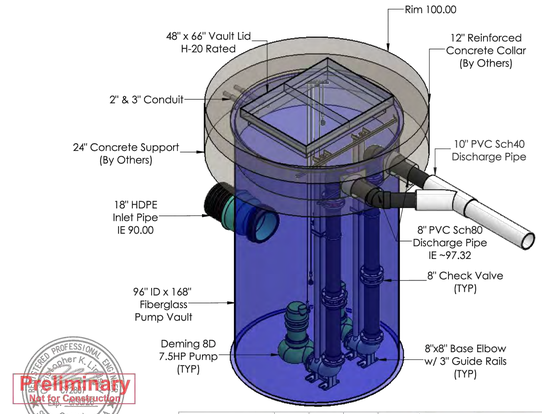
Req. Storage Capacity: 50094 ft³	Storage Capacity: 50563±10 ft³	Area of Footprint: 8570±10 ft²
Drawn By: G. Singh	Date: 2/16/2026	Scale: 0.006	Dwg No.: 410001126	Sheet: 2 of 3

STORM WATER PUMP STATION

Los Alamitos Race Track - 3.56 CFS

NOTES:

1. STORM WATER MANAGEMENT SYSTEM IN ITS ENTIRETY, AS SHOWN ON THESE SHEETS, SHALL BE DESIGNED BY A CALIFORNIA LICENSED PROFESSIONAL ENGINEER. ALL COMPONENTS OF THE STORM WATER MANAGEMENT SYSTEM SHALL BE DESIGNED AND SUPPLIED BY SANTA FE WATER SYSTEMS (SFWS), EXCEPT WHERE NOTED. ANY DEVIATION, OMISSION OR SUBSTITUTION SHALL VOID SFWS EXTENDED TWO-YEAR WARRANTY. SFWS EXTENDED TWO-YEAR WARRANTY SHALL COVER THE COMPLETE SYSTEM ACCORDING TO THE PERFORMANCE PARAMETERS INDICATED ON THE DRAWING SET AS ENGINEERED BY SFWS, WHEN INSTALLED IN ACCORDANCE WITH THE SFWS DESIGN. THE WARRANTY INCLUDES ALL PARTS AND LABOR OF SHOP ASSEMBLED ITEMS AND EXCLUDES INSTALLATION OF COMPONENTS BY CONTRACTOR UNLESS OTHERWISE NOTED ON PLANS. WARRANTY COVERAGE REQUIRES REGULAR DOCUMENTED MAINTENANCE OF THE FULL SYSTEM PERFORMED BY THE OWNER OR AUTHORIZED MAINTENANCE CONTRACTOR.
2. ALL DIMENSIONS AND ELEVATIONS SHOWN ARE NOMINAL DIMENSIONS. IT IS THE RESPONSIBILITY OF THE ON-SITE CONTRACTOR OR CUSTOMER TO VERIFY THE ACCURACY OF ANY CRITICAL DIMENSIONS OR ELEVATIONS PRIOR TO SETTING OR INSTALLING ANY EQUIPMENT.
3. ITEMS WILL BE DELIVERED TO THE SITE AFTER THE HOLE HAS BEEN EXCAVATED AND SHORED. THE CONTRACTOR SHALL SUPPLY A CRANE OR RIGGING OF SUFFICIENT SIZE TO LOWER ALL PIECES INTO THE HOLE SAFELY.
4. UPON ESTABLISHMENT OF PRIOR AGREEMENT, SANTA FE WATER SYSTEMS WILL PROVIDE A REPRESENTATIVE FOR TECHNICAL ASSISTANCE ON THE DAY OF INSTALLATION TO ANSWER ANY QUESTIONS THAT MAY ARISE.
5. THE CONTRACTOR IS RESPONSIBLE FOR ALL INSTALLATION, INCLUDING, BUT NOT LIMITED TO PLUMBING AND ELECTRICAL CONNECTIONS.
6. OVER FLOW PUMPS SHALL BE DEMING 8D 7365N-861-1H-30N, 7.5HP, 208V, 3 PHASE, 24.9A MAX, VARIABLE SPEED, 8" DISCHARGE, 1000 GPM @ 15.67' TDH MIN. (TOTAL PUMP STATION FLOW RATE = ~ 2000 GPM)
7. PUMP CONTROLLER TO BE SEEWATER DUPLEX CONTROL PANEL W/ PLC & VFD, 208VAC, 3PH, NEMA 4X. PLC SHALL OPERATE ONE OF THE PUMPS AT HALF SPEED DURING INITIAL START UP (OPERATING AT HALF THE TOTAL FLOW), AND AS THE INFLOW OF WATER INCREASES, THE PLC WILL PROGRESSIVLEY INCREASE THE OPERATING SPEED OF THE PUMP UNTIL IT REACHES FULL SPEED (OPERATING AT FULL FLOW). IF NECESSARY, IF THE INCOMING FLOW IS TOO EXCESSIVE FOR 1 PUMP TO HANDLE, THE OTHER WILL EVENTUALLY BOOT UP AT HALF SPEED AS WELL AND INCREASE IN SPEED IN ACCORDANCE WITH THE FLOW UNTIL ALL STORMWATER HAS BEEN DISCHARGED.
8. MOUNT PUMP CONTROLLER IN LOCATION SPECIFIED BY OWNER. CONSULT WITH SFWS TO DETERMINE NEED FOR ADDITIONAL CABLE AND/OR EQUIPMENT. MAXIMUM PUMP POWER CABLE LENGTH IS 100' FOR SPECIFIED PUMPS. PUMP POWER CORD TO BE CONNECTED TO ADDITIONAL POWER CORD (SJOOW, OR EQUAL) WITH LENGTH REQUIRED TO MAKE CONNECTION TO CONTROL PANEL. ADDITIONAL POWER CORD TO BE CONNECTED VIA WATERPROOF SPLICES LOCATED IN ELECTRICAL JUNCTION BOX IF PERMITTED BY LOCAL JURISDICTION.
9. ALL COMPONENTS PROVIDED BY SANTA FE WATER SYSTEMS SHALL BE SUITABLE FOR USE WITH OPERATIONAL AND ENVIRONMENTAL CONDITIONS.
10. EQUIPMENT DOCUMENTATION SHALL BE PROVIDED FOR REVIEW UPON ACCEPTANCE OF PURCHASE ORDER.
11. COORDINATE PIPE SIZES AND INVERT ELEVATIONS WITH CIVIL SHEETS.
12. ALL STRUCTURES TO BE H-20 INCIDENTAL TRAFFIC RATED FOR PARKING LOT SPEEDS.
13. CONCRETE MANHOLE COLLAR SHALL BE INSTALLED SUCH THAT SURFACE LOADING DOES NOT BEAR ON FIBERGLASS VAULT.
14. **NO SUBSTITUTION ALLOWED UNLESS APPROVED BY SFWS.**



REGISTERED PROFESSIONAL ENGINEER Heather K. Lee No. C 91887 CIVIL STATE OF CALIFORNIA
Preliminary
Not for Construction

THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF SANTA FE WATER SYSTEMS ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF SANTA FE WATER SYSTEMS IS PROHIBITED.

	NAME	DATE
DRAWN	SRG	11/19/2025
CHECKED	CKL	11/19/2025
APPROVED	CKL	11/18/2025

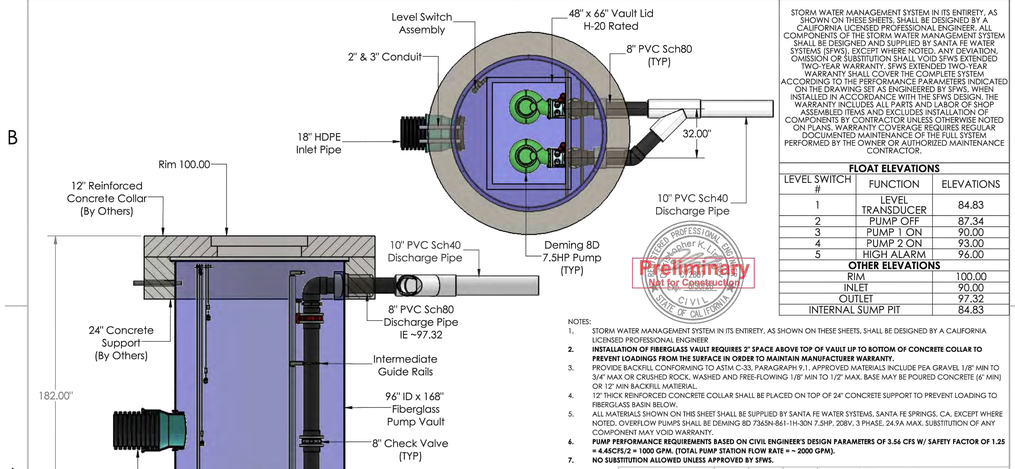
Santa Fe Water Systems
10244 Freeman Ave, Santa Fe Springs, CA 90670

FOR RFQ'S CONTACT JEREMY SHARSETH JMSHARSETH@SFWSYSTEMS.COM

Project Name:	Los Alamitos Race Track
Client Name:	---
Title:	Pump Station
Description / Spool no:	---
WORK PACKAGE:	---
WORK ORDER NUMBER:	---
Ref. Proj. No.	---
Ref. Dwg. No.	---
MATERIAL	---
FINISH	---
COATING	---
LINING	---
CONTRACT NO.	---
SIZE	B
Job No.	---
Drawing No.	---
Rev.	0
SCALE: 1:64	SHEET 1 OF 3

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES
TOLERANCES:
FRACTIONAL ± 1/16"
FRACTIONAL ± 1/8" (> 48"L)
ANGULAR ± 1°
.XX ± .125
.XXX ± .063
THIRD PROJ

FILE: 96 Inch FRP-DemingBD-BAFBx8 dwg(LAAT)



REGISTERED PROFESSIONAL ENGINEER Heather K. Lee No. C 91887 CIVIL STATE OF CALIFORNIA
Preliminary
Not for Construction

STORM WATER MANAGEMENT SYSTEM IN ITS ENTIRETY, AS SHOWN ON THESE SHEETS, SHALL BE DESIGNED BY A CALIFORNIA LICENSED PROFESSIONAL ENGINEER. ALL COMPONENTS OF THE STORM WATER MANAGEMENT SYSTEM SHALL BE DESIGNED AND SUPPLIED BY SANTA FE WATER SYSTEMS (SFWS), EXCEPT WHERE NOTED. ANY DEVIATION, OMISSION OR SUBSTITUTION SHALL VOID SFWS EXTENDED TWO-YEAR WARRANTY. SFWS EXTENDED TWO-YEAR WARRANTY SHALL COVER THE COMPLETE SYSTEM ACCORDING TO THE PERFORMANCE PARAMETERS INDICATED ON THE DRAWING SET AS ENGINEERED BY SFWS, WHEN INSTALLED IN ACCORDANCE WITH THE SFWS DESIGN. THE WARRANTY INCLUDES ALL PARTS AND LABOR OF SHOP ASSEMBLED ITEMS AND EXCLUDES INSTALLATION OF COMPONENTS BY CONTRACTOR UNLESS OTHERWISE NOTED ON PLANS. WARRANTY COVERAGE REQUIRES REGULAR DOCUMENTED MAINTENANCE OF THE FULL SYSTEM PERFORMED BY THE OWNER OR AUTHORIZED MAINTENANCE CONTRACTOR.

FLOAT ELEVATIONS

LEVEL SWITCH #	FUNCTION	ELEVATIONS
1	LEVEL TRANSDUCER	84.83
2	PUMP OFF	87.34
3	PUMP 1 ON	90.00
4	PUMP 2 ON	93.00
5	HIGH ALARM	96.00
OTHER ELEVATIONS		
RIM		100.00
INLET		90.00
OUTLET		97.32
INTERNAL SUMP PIT		84.83

NOTES:

1. STORM WATER MANAGEMENT SYSTEM IN ITS ENTIRETY, AS SHOWN ON THESE SHEETS, SHALL BE DESIGNED BY A CALIFORNIA LICENSED PROFESSIONAL ENGINEER
2. **INSTALLATION OF FIBERGLASS VAULT REQUIRES 2" SPACE ABOVE TOP OF VAULT UP TO BOTTOM OF CONCRETE COLLAR TO PREVENT LOADINGS FROM THE SURFACE IN ORDER TO MAINTAIN MANUFACTURER WARRANTY.**
3. PROVIDE BACKFILL CONFORMING TO ASTM C-33, PARAGRAPH 9.1. APPROVED MATERIALS INCLUDE PEA GRAVEL 1/8" MIN TO 3/4" MAX OR CRUSHED ROCK, WASHED AND FREE-FLOWING 1/8" MIN TO 1/2" MAX. BASE MAY BE POURED CONCRETE (6" MIN) OR 12" MIN BACKFILL MATERIAL.
4. 12" THICK REINFORCED CONCRETE COLLAR SHALL BE PLACED ON TOP OF 24" CONCRETE SUPPORT TO PREVENT LOADING TO FIBERGLASS BASIN BELOW.
5. ALL MATERIALS SHOWN ON THIS SHEET SHALL BE SUPPLIED BY SANTA FE WATER SYSTEMS, SANTA FE SPRINGS, CA. EXCEPT WHERE NOTED. OVERFLOW PUMPS SHALL BE DEMING 8D 7365N-861-1H-30N 7.5HP, 208V, 3 PHASE, 24.9A MAX. SUBSTITUTION OF ANY COMPONENT MAY VOID WARRANTY.
6. **PUMP PERFORMANCE REQUIREMENTS BASED ON CIVIL ENGINEER'S DESIGN PARAMETERS OF 3.56 CFS W/ SAFETY FACTOR OF 1.25 = 4.45CFS/2 = 1000 GPM. (TOTAL PUMP STATION FLOW RATE = ~ 2000 GPM).**
7. **NO SUBSTITUTION ALLOWED UNLESS APPROVED BY SFWS.**

THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF SANTA FE WATER SYSTEMS ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF SANTA FE WATER SYSTEMS IS PROHIBITED.

	NAME	DATE
DRAWN	SRG	11/19/2025
CHECKED	CKL	11/19/2025
APPROVED	CKL	11/18/2025

Santa Fe Water Systems
10244 Freeman Ave, Santa Fe Springs, CA 90670

FOR RFQ'S CONTACT JEREMY SHARSETH JMSHARSETH@SFWSYSTEMS.COM

Project Name:	Los Alamitos Race Track
Client Name:	---
Title:	Pump Station
Description / Spool no:	---
WORK PACKAGE:	---
WORK ORDER NUMBER:	---
Ref. Proj. No.	---
Ref. Dwg. No.	---
MATERIAL	---
FINISH	---
COATING	---
LINING	---
CONTRACT NO.	---
SIZE	B
Job No.	---
Drawing No.	---
Rev.	0
SCALE: 1:64	SHEET 2 OF 3

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES
TOLERANCES:
FRACTIONAL ± 1/16"
FRACTIONAL ± 1/8" (> 48"L)
ANGULAR ± 1°
.XX ± .125
.XXX ± .063
THIRD PROJ

FILE: 96 Inch FRP-DemingBD-BAFBx8 dwg(LAAT)

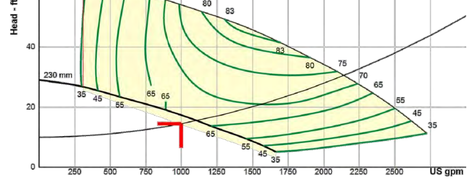
PARTS LIST		
VAULT ASSEMBLY		
DESCRIPTION	SIZE	QUANTITY
H-20 RATED COVER	48" x 66"	1
FRP BASIN W/ STEEL ANTI-FLOAT	96" x 168"	1
ALUMINUM SLEEVE FOR 96" BASIN	8" SCH80	2
CONERY ADAPT-A-FLEX FITTING (CONDUIT)	2"	1
CONERY ADAPT-A-FLEX FITTING (CONDUIT)	3"	1
INLET HUB FRP X HDPE	18" HDPE	1
PUMP ASSEMBLY		
DESCRIPTION	SIZE	QUANTITY
DEMING 8D 7365N-861-1H-30N	8" Discharge	2
BAF 8X8 ELBOW MOUNT	8" Discharge	2
UPPER GUIDE RAIL BRACKET	3"	2
STAINLESS INTERMEDIATE GUIDE RAIL BRACKET	3"	2
304SS CHAIN KIT 20' W/ (2) 1/4" SHACKLES (FOR PUMPS)	3/16"	2
STAINLESS STEEL PIPE SCH40 (GUIDE RAILS)	3"	80'
PIPE PE 20' LENGTH PVC80	8"	40'
CONDUIT ENCLOSURE		
DESCRIPTION	SIZE	QUANTITY
SUBMERSIBLE ELECTRICAL ENCLOSURE	6"x6"x6"	2
PVC CONDUIT PIPE	2"x10'	2
PUMP SPECIFICATIONS		

MODEL NO.	HP	VOLTAGE	PHASE	AMPERAGE
DEMING 8D 7365N-861-1H-30N	7.5	208	3	24.9

STORM WATER MANAGEMENT SYSTEM IN ITS ENTIRETY, AS SHOWN ON THESE SHEETS, SHALL BE DESIGNED BY A CALIFORNIA LICENSED PROFESSIONAL ENGINEER. ALL COMPONENTS OF THE STORM WATER MANAGEMENT SYSTEM SHALL BE DESIGNED AND SUPPLIED BY SANTA FE WATER SYSTEMS (SFWS), EXCEPT WHERE NOTED. ANY DEVIATION, OMISSION OR SUBSTITUTION SHALL VOID SFWS EXTENDED TWO-YEAR WARRANTY. SFWS EXTENDED TWO-YEAR WARRANTY SHALL COVER THE COMPLETE SYSTEM ACCORDING TO THE PERFORMANCE PARAMETERS INDICATED ON THE DRAWING SET AS ENGINEERED BY SFWS, WHEN INSTALLED IN ACCORDANCE WITH THE SFWS DESIGN. THE WARRANTY INCLUDES ALL PARTS AND LABOR OF SHOP ASSEMBLED ITEMS AND EXCLUDES INSTALLATION OF COMPONENTS BY CONTRACTOR UNLESS OTHERWISE NOTED ON PLANS. WARRANTY COVERAGE REQUIRES REGULAR DOCUMENTED MAINTENANCE OF THE FULL SYSTEM PERFORMED BY THE OWNER OR AUTHORIZED MAINTENANCE CONTRACTOR.

Headloss Calculations

Fitting	Qty / Length (ft)	Headloss (ft w.c.)
Elbow Mount	1	0.54'
Pipe (8")	13'	0.26'
Pipe (10")	10'	0.19'
Check Valve (8")	1	1.11'
BFV (8")	1	0.08'
90 Elbow (8")	1	0.54'
45 Elbow (8")	1	0.23'
45 Elbow (10")	3	0.93'
Increaser (8" x 10")	1	0.26'
Exit	1	1.03'
Elevation Head		10.00'
Total Headloss @ 1000 gpm		**15.67'**



REGISTERED PROFESSIONAL ENGINEER Heather K. Lee No. C 91887 CIVIL STATE OF CALIFORNIA
Preliminary
Not for Construction

THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF SANTA FE WATER SYSTEMS ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF SANTA FE WATER SYSTEMS IS PROHIBITED.

	NAME	DATE
DRAWN	SRG	11/19/2025
CHECKED	CKL	11/19/2025
APPROVED	CKL	11/18/2025

Santa Fe Water Systems
10244 Freeman Ave, Santa Fe Springs, CA 90670

FOR RFQ'S CONTACT JEREMY SHARSETH JMSHARSETH@SFWSYSTEMS.COM

Project Name:	Los Alamitos Race Track
Client Name:	---
Title:	Pump Station
Description / Spool no:	---
WORK PACKAGE:	---
WORK ORDER NUMBER:	---
Ref. Proj. No.	---
Ref. Dwg. No.	---
MATERIAL	---
FINISH	---
COATING	---
LINING	---
CONTRACT NO.	---
SIZE	B
Job No.	---
Drawing No.	---
Rev.	0
SCALE: 1:64	SHEET 3 OF 3

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES
TOLERANCES:
FRACTIONAL ± 1/16"
FRACTIONAL ± 1/8" (> 48"L)
ANGULAR ± 1°
.XX ± .125
.XXX ± .063
THIRD PROJ

NOTE:
DETAILS PROVIDED ARE CONCEPTUAL
FINAL DETAILS TO BE PROVIDED FOR FINAL CONSTRUCTION DOCUMENTS

NO	DESCRIPTION	DATE	BY
1	UPDATED TENTATIVE MAP	12/19/2025	GG
2	UPDATED TENTATIVE MAP	02/03/2026	JM
3	TENATIVE MAP RESUBMITTAL	03/19/2026	MA
4	UPDATED TENTATIVE MAP	04/02/2026	IM
5	UPDATED TENTATIVE MAP	04/15/2026	JM

REVISIONS

NO	DESCRIPTION	DATE	BY
1	UPDATED TENTATIVE MAP	11/5/2025	MA
2	UPDATED TENTATIVE MAP	12/1/2025	GG
3	UPDATED TENTATIVE MAP	6/20/2025	NC
4	UPDATED TENTATIVE MAP	9/4/2025	GG
5	UPDATED TENTATIVE MAP	10/21/2025	BY

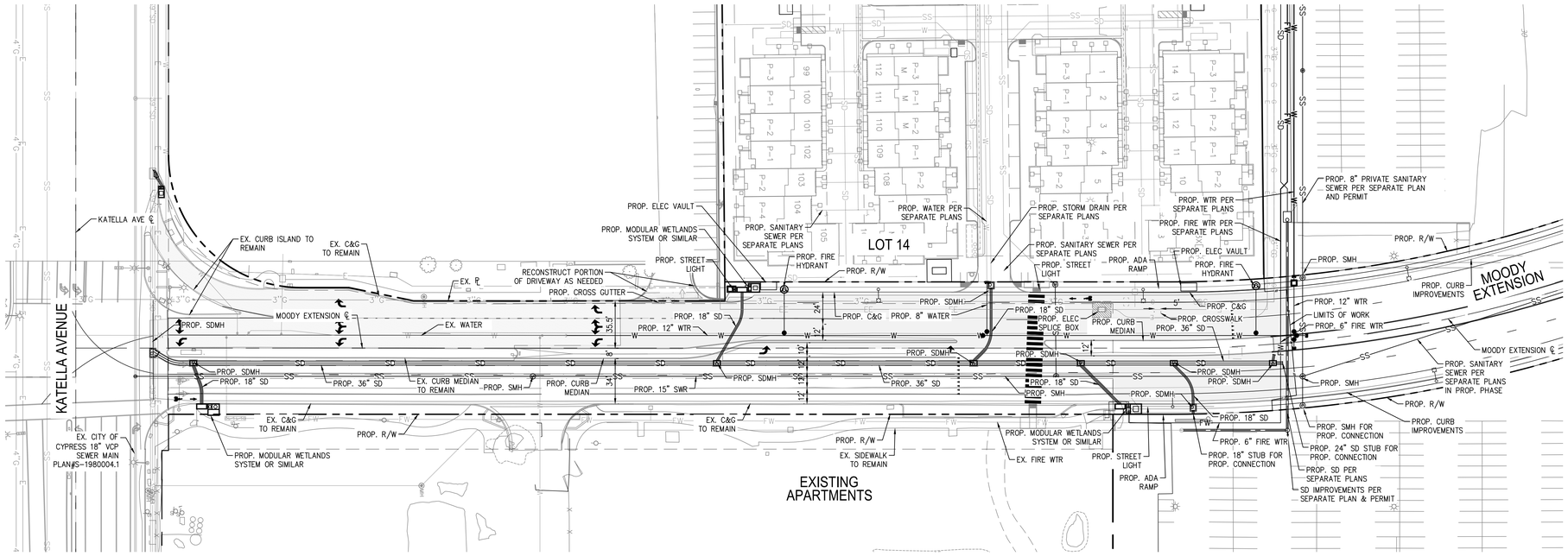
TAIT & ASSOCIATES
Since 1944
320 North Lincoln Avenue
Loveland, CO 80537
p: 970.613.1447
www.tait.com
ENGINEERING ENVIRONMENTAL BUILDING LAND
Santa Ana Sacramento Denver Dallas
San Luis Obispo Riverside

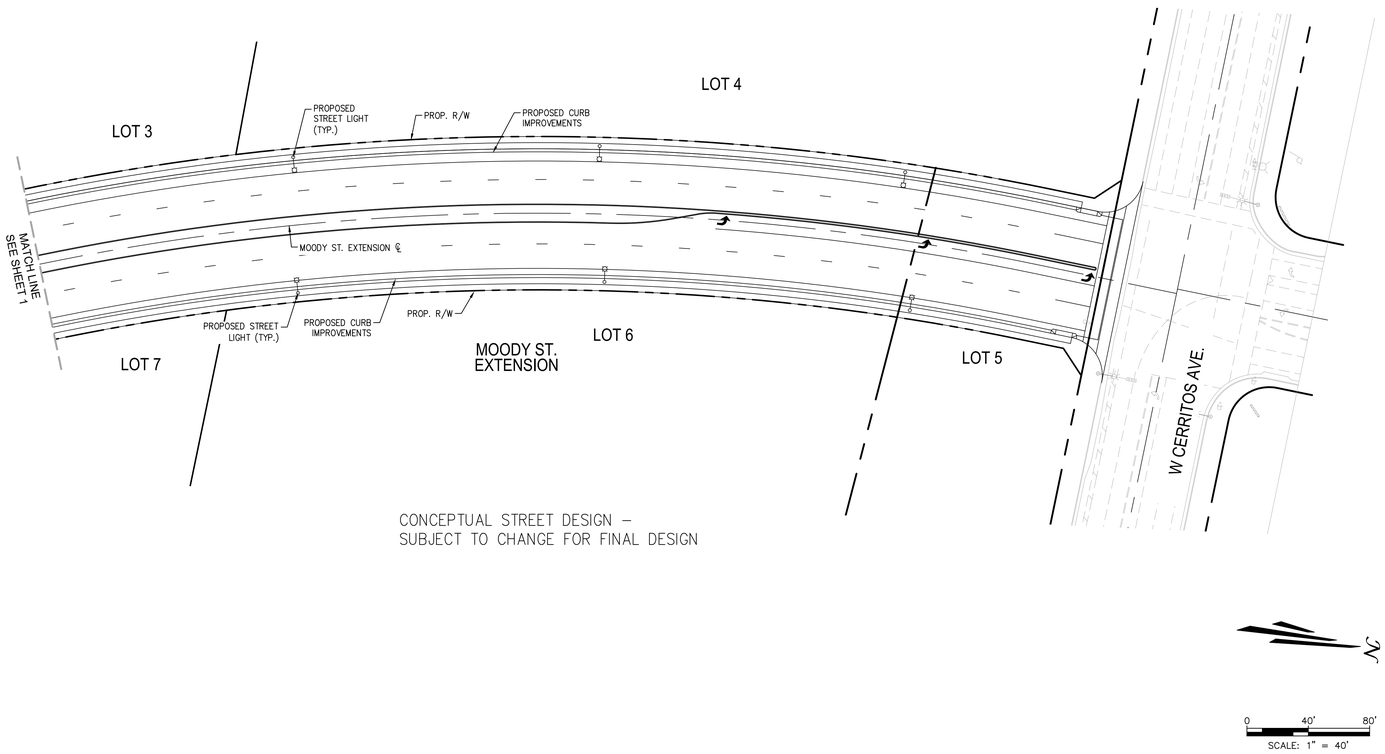
VESTING TENTATIVE TRACT NO. 19247

4961 KATELLA AVENUE, 5100 CERRITOS AVENUE CYPRESS, CA 90720

DRAWN: KG
DATE: 11/5/2025
CHECKED:
DATE:
REVISION #: 8
DATE: 03/19/2026
JOB NO. SFE0238

5/15/2019 Internal Review


KATELLA AVENUE
KATELLA AVE ℄
MOODY EXTENSION ℄
MOODY EXTENSION
LOT 14
EXISTING APARTMENTS
EX. CURB ISLAND TO REMAIN
EX. C&G TO REMAIN
EX. ℄
EX. WATER
RECONSTRUCT PORTION OF DRIVEWAY AS NEEDED
PROP. CROSS GUTTER
PROP. ELEC VAULT
PROP. MODULAR WETLANDS SYSTEM OR SIMILAR
PROP. SANITARY SEWER PER SEPARATE PLANS
PROP. STREET LIGHT
PROP. FIRE HYDRANT
PROP. R/W
PROP. WATER PER SEPARATE PLANS
PROP. STORM DRAIN PER SEPARATE PLANS
PROP. SANITARY SEWER PER SEPARATE PLANS
PROP. ADA RAMP
PROP. WTR PER SEPARATE PLANS
PROP. FIRE WTR PER SEPARATE PLANS
PROP. ELEC VAULT
PROP. 8" PRIVATE SANITARY SEWER PER SEPARATE PLAN AND PERMIT
PROP. SMH
PROP. CURB IMPROVEMENTS
PROP. 12" WTR
LIMITS OF WORK
PROP. 6" FIRE WTR
PROP. SDMH
PROP. 18" SD
PROP. C&G
PROP. 8" WATER
PROP. ELEC SPLICE BOX
PROP. CURB MEDIAN
PROP. CROSSWALK
PROP. 36" SD
PROP. SANITARY SEWER PER SEPARATE PLANS IN PROP. PHASE
PROP. 36" SD
PROP. 15" SWR
PROP. CURB MEDIAN
EX. CURB MEDIAN TO REMAIN
PROP. SMH
PROP. MODULAR WETLANDS SYSTEM OR SIMILAR
EX. CITY OF CYPRESS 18" VCP SEWER MAIN PLANS-1980004.1
EX. SIDEWALK TO REMAIN
EX. FIRE WTR
PROP. SMH FOR PROP. CONNECTION
PROP. 24" SD STUB FOR PROP. CONNECTION
PROP. SD PER SEPARATE PLANS
SD IMPROVEMENTS PER SEPARATE PLAN & PERMIT
PROP. 18" STUB FOR PROP. CONNECTION
PROP. ADA RAMP
PROP. STREET LIGHT
PROP. MODULAR WETLANDS SYSTEM OR SIMILAR
PROP. R/W
PROP. SDMH
PROP. SMH
PROP. 18" SD
PROP. 6" FIRE WTR
PROP. 12" WTR
PROP. C&G
PROP. CURB IMPROVEMENTS
PROP. MODULAR WETLANDS SYSTEM OR SIMILAR
PROP. SANITARY SEWER PER SEPARATE PLANS
PROP. FIRE HYDRANT
PROP. STREET LIGHT
PROP. 18" SD
PROP. SDMH
PROP. SMH
PROP. R/W
PROP. 36" SD
PROP. 15" SWR
PROP. CURB MEDIAN
EX. C&G TO REMAIN
EX. CURB MEDIAN TO REMAIN
PROP. MODULAR WETLANDS SYSTEM OR SIMILAR
EX. CITY OF CYPRESS 18" VCP SEWER MAIN PLANS-1980004.1
EX. SIDEWALK TO REMAIN
EX. FIRE WTR
PROP. SMH FOR PROP. CONNECTION
PROP. 24" SD STUB FOR PROP. CONNECTION
PROP. SD PER SEPARATE PLANS
SD IMPROVEMENTS PER SEPARATE PLAN & PERMIT
PROP. 18" STUB FOR PROP. CONNECTION
PROP. ADA RAMP
PROP. STREET LIGHT
PROP. MODULAR WETLANDS SYSTEM OR SIMILAR
PROP. R/W
PROP. SDMH
PROP. SMH
PROP. 18" SD
PROP. 6" FIRE WTR
PROP. 12" WTR
PROP. C&G
PROP. CURB IMPROVEMENTS
PROP. SANITARY SEWER PER SEPARATE PLANS IN PROP. PHASE
PROP. 36" SD
PROP. CROSSWALK
PROP. CURB MEDIAN
PROP. ELEC SPLICE BOX
PROP. 18" SD
PROP. SDMH
PROP. SMH
PROP. 8" WATER
PROP. C&G
PROP. 12" WTR
PROP. 18" SD
PROP. SDMH
PROP. SMH
PROP. STREET LIGHT
PROP. FIRE HYDRANT
PROP. R/W
PROP. MODULAR WETLANDS SYSTEM OR SIMILAR
PROP. SANITARY SEWER PER SEPARATE PLANS
PROP. STORM DRAIN PER SEPARATE PLANS
PROP. WATER PER SEPARATE PLANS
PROP. ELEC VAULT
PROP. MODULAR WETLANDS SYSTEM OR SIMILAR
PROP. SANITARY SEWER PER SEPARATE PLANS
PROP. STREET LIGHT
PROP. FIRE HYDRANT
PROP. R/W
PROP. SDMH
PROP. 18" SD
PROP. C&G
PROP. 8" WATER
PROP. 12" WTR
PROP. 18" SD
PROP. SDMH
PROP. SMH



CONCEPTUAL STREET DESIGN –
SUBJECT TO CHANGE FOR FINAL DESIGN

NO	DESCRIPTION	BY	DATE
1	UPDATED TENTATIVE MAP	MA	1/15/2025
2	UPDATED TENTATIVE MAP	GG	2/21/2025
3	TENATIVE MAP RESUBMITTAL	NC	6/20/2025
4	UPDATED TENTATIVE MAP	GG	9/4/2025
5	UPDATED TENTATIVE MAP		10/21/2025

REVISIONS

NO	DESCRIPTION	BY	DATE
6	UPDATED TENTATIVE MAP	GG	12/19/2025
7	UPDATED TENTATIVE MAP	JM	02/03/2026
8	UPDATED TENTATIVE MAP	MA	03/19/2026
9	UPDATED TENTATIVE MAP	IM	04/02/2026
10	UPDATED TENTATIVE MAP	JM	04/15/2026

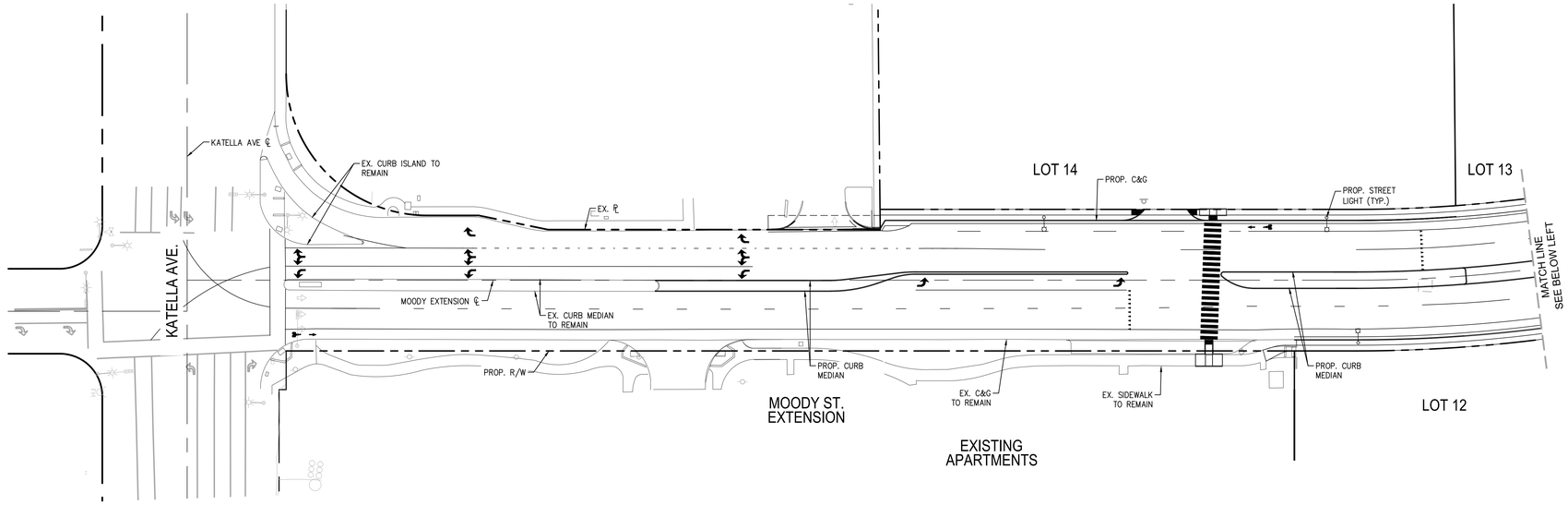
TAIT & ASSOCIATES
Since 1964
320 North Lincoln Avenue
Loveland, CO 80537
p: 970.613.1447
www.tait.com
ENGINEERING ENVIRONMENTAL BUILDING LAND
Phoenix Santa Ana Sacramento Denver Dallas
San Luis Obispo Riverside Boise

VESTING TENTATIVE TRACT NO. 19247

CONCEPTUAL STREET IMPROVEMENT PLANS
4961 KATELLA AVENUE, 5100 CERRITOS AVENUE
CYPRESS, CA 90720

DRAWN: KG
DATE: 11/5/2025
CHECKED:
DATE:
REVISION #: 8
DATE: 04/15/2026
JOB NO. SPR3338

5/15/2019 Internal Review



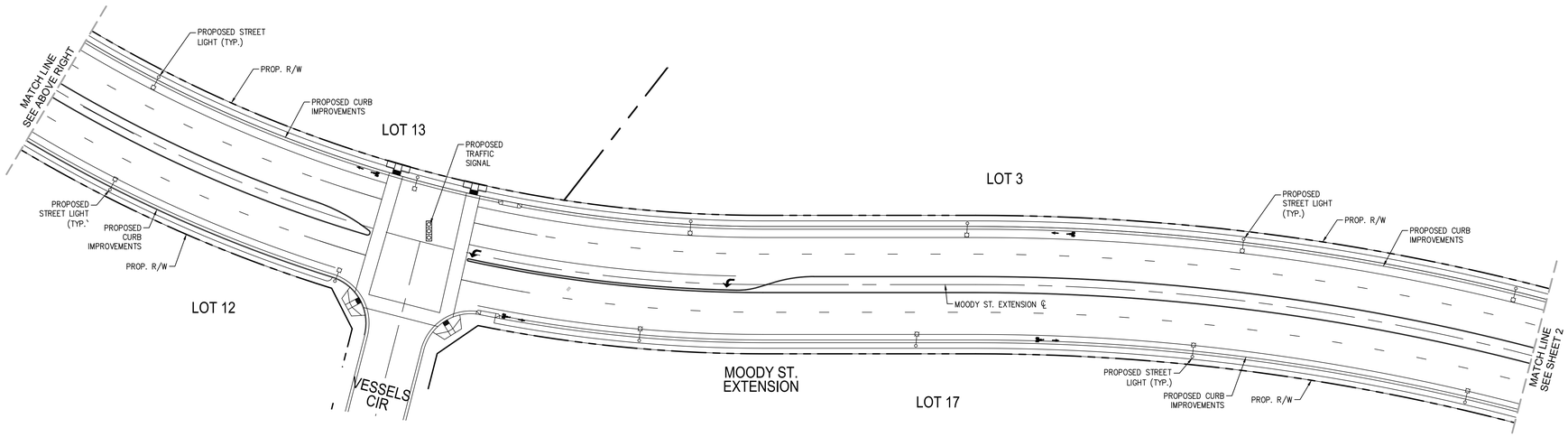
CONCEPTUAL STREET DESIGN –
SUBJECT TO CHANGE FOR FINAL DESIGN

N

0 40' 80'
SCALE: 1" = 40'

GENERAL NOTES:

1. FINAL LOCATIONS OF DRIVE APPROACHES AND MEDIAN OPENINGS/TURN LANES WILL BE APPROVED BY PUBLIC WORKS THROUGH proposed PUBLIC IMPROVEMENT PLANS AND SUBSEQUENT TTMS.



N

0 40' 80'
SCALE: 1" = 40'

NO	DESCRIPTION	BY	DATE
1	UPDATED TENTATIVE MAP	MA	1/15/2025
2	UPDATED TENTATIVE MAP	GG	2/21/2025
3	TENATIVE MAP RESUBMITTAL	NC	6/20/2025
4	UPDATED TENTATIVE MAP	GG	9/4/2025
5	UPDATED TENTATIVE MAP		10/21/2025

REVISIONS

NO	DESCRIPTION	BY	DATE
1	UPDATED TENTATIVE MAP	GG	12/19/2025
2	UPDATED TENTATIVE MAP	JM	02/03/2026
3	UPDATED TENTATIVE MAP	MA	03/19/2026
4	UPDATED TENTATIVE MAP	JM	04/02/2026
5	UPDATED TENTATIVE MAP	JM	04/15/2026

TAIT & ASSOCIATES
Since 1964
ENGINEERING ENVIRONMENTAL BUILDING LAND
Santa Ana Oxnard Sacramento Denver Dallas
San Diego Riverside Irvine Boise

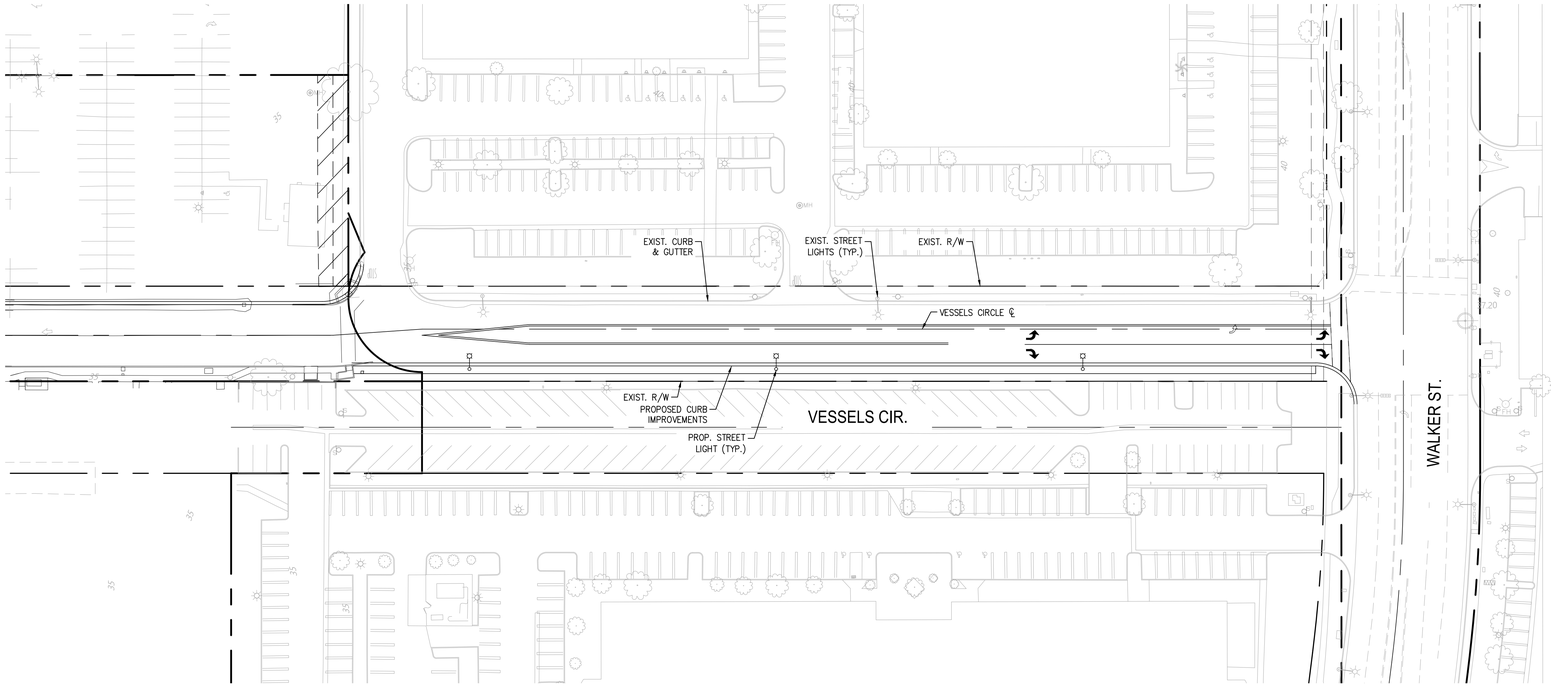
320 North Lincoln Avenue
Loveland, CO 80537
p: 970.613.1447
www.tait.com

VESTING TENTATIVE TRACT NO. 19247

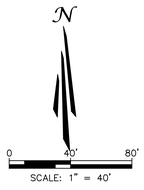
CONCEPTUAL STREET IMPROVEMENT PLANS
4961 KATELLA AVENUE, 5100 CERRITOS AVENUE
CYPRESS, CA 90720

DRAWN: KG
DATE: 11/5/2025
CHECKED:
DATE:
REVISION #: 8
DATE: 04/15/2026
JOB NO. SPR3338

5/15/2019 Internal Review



CONCEPTUAL STREET DESIGN –
SUBJECT TO CHANGE FOR FINAL DESIGN



NO	DESCRIPTION	BY	DATE
1	UPDATED TENTATIVE MAP	MA	1/15/2025
2	UPDATED TENTATIVE MAP	GG	2/21/2025
3	TENATIVE MAP RESUBMITTAL	NC	6/20/2025
4	UPDATED TENTATIVE MAP	GG	9/4/2025
5	UPDATED TENTATIVE MAP		10/21/2025

REVISIONS

NO	DESCRIPTION	BY	DATE
6	UPDATED TENTATIVE MAP	GG	12/19/2025
7	UPDATED TENTATIVE MAP	JM	02/03/2026
8	UPDATED TENTATIVE MAP	MA	03/19/2026
9	UPDATED TENTATIVE MAP	IM	04/02/2026
10	UPDATED TENTATIVE MAP	JM	04/15/2026

TAIT & ASSOCIATES
Since 1964
ENGINEERING ENVIRONMENTAL BUILDING LAND
Santa Ana Riverside Sacramento Denver Dallas
San Luis Obispo Portland Boise
320 North Lincoln Avenue
Loveland, CO 80537
p: 970.613.1447
www.tait.com

VESTING TENTATIVE TRACT NO. 19247

CONCEPTUAL STREET IMPROVEMENT PLANS
4961 KATELLA AVENUE, 5100 CERRITOS AVENUE
CYPRESS, CA 90720

DRAWN: KG
DATE: 11/5/2025
CHECKED:
DATE:
REVISION #: 8
DATE: 04/15/2026
JOB NO. SPR3338

5/15/2019 Internal Review

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS, CALIFORNIA, APPROVING VESTING TENTATIVE TRACT MAP NO. 19247 FOR THE SUBDIVISION OF APPROXIMATELY 151 GROSS ACRES INTO 14 PARCELS WITHIN THE CYPRESS TOWN CENTER AND COMMONS SPECIFIC PLAN 3.0 AREA LOCATED AT 4961 KATELLA AVENUE.

WHEREAS, the City Council of the City of Cypress has considered an application submitted by Los Alamitos Race Course ("Property Owner") for Vesting Tentative Tract Map No. 19247 ("VTTM No. 19247") to subdivide approximately 151 gross acres into 14 parcels within and adjacent to the Cypress Town Center and Commons Specific Plan 3.0 area located at 4961 Katella Avenue (the "Project"); and

WHEREAS, the Project is intended to facilitate the future phased development of residential, commercial, open space, circulation, and public facility uses consistent with the Cypress Town Center and Commons Specific Plan 3.0; and

WHEREAS, the Project requires approval of Vesting Tentative Tract Map No. 19247 and a Development Agreement by the City Council; and

WHEREAS, in compliance with the requirements of the California Environmental Quality Act ("CEQA"), the City prepared Final Environmental Impact Report SCH No. 2025040377 ("Final EIR") for the Project; and

WHEREAS, on July 14, 2026, the City Council certified the Final EIR, adopted Findings of Fact, a Mitigation Monitoring and Reporting Program, and a Statement of Overriding Considerations for the Project, all in accordance with CEQA; and

WHEREAS, the City Council has reviewed and considered the Final EIR prior to considering approval of Vesting Tentative Tract Map No. 19247; and

WHEREAS, on July 14, 2026, the City Council held a duly noticed public hearing and accepted testimony regarding the proposed Project and Vesting Tentative Tract Map No. 19247; and

WHEREAS, said tentative tract map has been reviewed by the City Engineer, Orange County Fire Authority, and applicable City departments, all of whom recommended approval subject to conditions; and

WHEREAS, the proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, the Cypress Municipal Code, and the Cypress Town Center and Commons Specific Plan 3.0; and

WHEREAS, the City Council finds that the applicant agrees with the necessity of and accepts all elements, requirements, and conditions of this Resolution as being a reasonable manner of preserving, protecting, providing for, and fostering the health, safety, and welfare of the public.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CYPRESS, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The proposed Vesting Tentative Tract Map does not warrant denial pursuant to the Subdivision Map Act, the Cypress Municipal Code, the City's General Plan, or the Cypress Town Center and Commons Specific Plan 3.0, because the City Council finds as follows:

A. The proposed subdivision is hereby found and determined to be consistent with the Cypress Town Center and Commons Specific Plan 3.0 land use designations and development framework.
B. The proposed subdivision is hereby found and determined to be consistent with the City of Cypress General Plan.
C. The site is hereby found and determined to be physically suitable for the type of development contemplated by the subdivision. The Project site is currently developed as a racetrack facility and is capable of accommodating future development consistent with the Specific Plan.
D. The site is hereby found and determined to be physically suitable for the proposed density and intensity of development. Future development within the subdivision will be governed by the Cypress Town Center and Commons Specific Plan 3.0 development standards and maximum development thresholds.
E. The design of the subdivision and proposed improvements are not likely to result in substantial adverse environmental impacts or substantial and avoidable adverse impacts to fish, wildlife, or to their habitat. Environmental impacts associated with the Project were fully analyzed in that certain Final Environmental Impact Report SCH No. 2025040377 and mitigation measures were adopted to reduce impacts to the extent feasible.
F. The design of the subdivision and type of improvements will not result in serious adverse public health impacts. Future development will be subject to all applicable local, regional, and state regulations related to public health, utilities, drainage, circulation, and emergency access.

G. The design of the subdivision and type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision. Existing and proposed public easements and rights-of-way will be maintained or provided in accordance with applicable City standards and the approved tract map.

SECTION 2. The City Council hereby approves Vesting Tentative Tract Map No. 19247, subject to the conditions of approval attached hereto as Exhibit "A" and incorporated herein by this reference.

SECTION 3. Cypress Municipal Code Chapter 25, Article IX establishes submittal requirements for vesting tentative maps, including information and supporting materials related to proposed development, infrastructure, grading, utilities, drainage, and related improvements. The Municipal Code also authorizes the Director of Public Works/City Engineer to waive certain submittal requirements when those requirements are determined to be unnecessary, duplicative, or inapplicable to the proposed subdivision, provided the required findings can be made.

SECTION 4. The Property Owner has requested approval of VTTM 19247 without submitting all materials otherwise required by Chapter 25, Article IX of the Municipal Code. In connection with that request, the Property Owner has provided project information, supporting materials, and commitments through the Development Agreement intended to address the purpose of the outstanding submittal requirements. Based on the record before the City, including the conditions of approval and obligations in the Development Agreement, the City finds that the waived submittal requirements are not necessary for approval of VTTM 19247, and that the waiver will not jeopardize public health, safety, or welfare or impair prudent public policy and decision-making.

SECTION 5. The City Council finds that the conditions of approval are necessary to protect the public health, safety, and welfare and to ensure consistency with the General Plan, the Cypress Town Center and Commons Specific Plan 3.0, and applicable provisions of the Cypress Municipal Code and Subdivision Map Act.

SECTION 6. This Resolution shall become effective immediately upon adoption by the City Council.

PASSED, APPROVED and ADOPTED by the City Council of the City of Cypress at a regular meeting held on the 14th day of July, 2026.

_____
MAYOR OF THE CITY OF CYPRESS

ATTEST:

_____
CITY CLERK OF THE CITY OF CYPRESS

STATE OF CALIFORNIA)
COUNTY OF ORANGE) SS

I, LISA BERGLUND, City Clerk of the City of Cypress, DO HEREBY CERTIFY that the foregoing Resolution was duly adopted at a regular meeting of the City Council held on the ___ day of _____, 2026, by the following roll call vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:

_____
CITY CLERK OF THE CITY OF CYPRESS

EXHIBIT "A"

PROJECT TITLE: Vesting Tentative Tract Map Number 19247

ADDRESS: 4961 Katella Ave/CTCC SP 3.0

CONDITIONS OF APPROVAL

1. General Conditions

1.1. This approval is granted for Vesting Tentative Tract Map No. 19247 dated March 19, 2026, ("VTTM 19247") on file with the Planning Division. The project shall conform to VTTM 19247, except as otherwise specified in these conditions. *(Planning)*

1.2. Unless and until the project applicant signs and returns a City-provided affidavit accepting these conditions of approval, the entitlement approved hereinabove will be of no force or effect.

1.3. The applicant shall defend, indemnify, and hold harmless, the City, its boards, commissions, or committees, its elected or appointed officials, agents, officers or employees, from and against any claims, demands, actions, causes of action, or proceedings against the City arising out of or related to the adoption, validity, or enforcement of, VTTM 19247, which action is brought within the time period provided in Government Code §66499.37 and Public Resources Code, Division 13, CH. 4 (§ 21000 et seq. - including but not by way of limitation § 21152 and 21167). The City shall promptly notify the applicant of the service upon the City of any claim, action, or proceeding brought within this time periods identified herein. *(City Attorney)*

1.4. The applicant's contractor(s) shall provide the City with a Certificate of Insurance on a City approved certificate of insurance evidencing a comprehensive liability insurance policy with a combined single limit of not less than $500,000 each occurrence in connection with the work to be performed by the applicant's contractor(s). Such certificate of insurance shall name the City, its City Council, City officers, members of City boards or commissions, City agents and employees, as additional Named Insureds with respect to any claim, action, damage, liability and expense, including attorneys' fees, arising out of or related to the work to be performed under the development executed by the applicant's contractor(s) and the City, including any act or omission of employees, agents, subcontractors, or their employees. Such certificate shall have a 30-day cancellation notice to the City. *(City Attorney)*

1.5. Within 48 hours of the approval of this project, the applicant shall deliver to the Community Development Department the required Fish and Wildlife impact fee in the form of a check payable to the County Clerk-Recorder, to enable the City to file the Notice of Determination pursuant to Fish and Wildlife Code §711.4 and California Code of Regulations, Title 14, section 753.5. *(Planning)*

1.6. These conditions of approval are in addition to, and do not supersede, amend, or limit, any obligations, requirements, or timing provisions set forth in the Development Agreement for the project. The applicant/property owner shall comply with both these conditions of approval and the Development Agreement approved with respect to the

project. In the event of any inconsistency these conditions of approval and the provisions of the Development Agreement shall control. (*Planning, City Attorney*)

1.7. These conditions of approval shall be binding upon the applicant, property owner, and their successors, transferees, and assigns. The obligations set forth herein shall run with the land and shall apply to all future owners and developers of the property subject to VTTM 19247, unless modified by the City in accordance with applicable law. *(Planning, City Attorney)*

1.8. If the Development Agreement allows dedication or conveyance of land to the City in lieu of payment of deferred park fees, the City shall not be obligated to accept such land unless and until the City determines, in its sole discretion, that the parcel is suitable for the intended public purpose. Prior to City acceptance, the applicant/property owner shall provide all title documents, environmental information, grading information, and improvement plans requested by the City, and shall satisfy any conditions required by the City regarding demolition, clearing, grading, access, drainage, environmental condition, maintenance, and public safety. (*Planning, Engineering, City Attorney)*

1.9. It is intended that a final map will be recorded with respect to VTTM 19247 and that "B" final maps will be recorded with respect to specific development projects on portions of the property subject to VTTM 19247. Therefore, as determined by the City, some of the conditions of approval below that reference the "final map" shall be deemed to mean and refer to the final map with respect to VTTM 19247 ("19247 Final Map"), and other references to the "final map" mean the applicable "B" final map with respect to a specific development project. The subdivider may satisfy applicable conditions of approval relating to the "final map" with respect to "B" final maps for specific development projects, as determined by the City, except where a condition of approval clearly relates to the 19247 Final Map, which means, without limitation, that (a) where applicable, the obligations with respect to a condition of approval shall be apportioned on a pro-rata basis among specific development projects, (b) the subdivider shall not be required to pay any fees or charges, submit any plans, construct any offsite or other public improvements, bond for the same, or plant any landscaping that is not directly related to the applicable development project, and (c) all required dedications of easements and construction of on-site private streets and off-site public improvements shall occur on a development project-by-development project basis.

2. Planning

2.1. All mitigation measures within the Final Environmental Impact Report (EIR) are conditions of approval for this project. Prior to issuance of any grading or building permit associated with implementation of the project, the applicant shall demonstrate compliance with the applicable requirements in the adopted Mitigation Monitoring and Reporting Program (MMRP), to the satisfaction of the Community Development Department. *(Planning)*

2.2. All CC&R’s and any Reciprocal Easement Agreements shall be submitted to the City (prior to recordation) for review, recommendation, and approval to assure the continuous maintenance applicability, responsibility, and enforceability. *(Planning)*

3. Signage

3.1. This approval includes two freestanding entrance monument signs: one located at Katella Avenue and Siboney Street within the existing landscape median, and one located at the southeast corner of Cerritos Avenue and Moody Street. Each sign shall be approximately 12 feet long by 20 feet high and shall display "The Commons." *(Planning)*

3.2. Changeable copy or lettering on the freestanding sign face is prohibited. *(Planning)*

3.3. The property owner or developer shall not erect or display on the subject property any signs which have not been approved in writing by the Community Development Department. The installation and method of sign illumination shall be reviewed and approved by the Planning Division and the Building and Safety Division. *(Planning)*

4. Landscaping

4.1. A detailed landscape and automatic irrigation plan shall be submitted to the Cypress Planning Division for review and approval at least 30 days prior to installation. In addition, a bond shall be posted with Public Works to guarantee against defects in plant materials and workmanship for work within the public right-of-way, for a period of one year from acceptance of the landscape installation. All required landscaping shall be permanently maintained in a neat and orderly condition. *(Planning)*

4.2. All landscape areas shall comply with the City's water efficiency ordinance as well as the water efficient requirements of the Cypress Zoning Code. *(Planning)*

4.3. Unless otherwise specified, all required trees shall be a minimum 15-gallon in size and of a variety approved by the Director of Community Development. *(Planning)*

5. Property Maintenance

5.1. All walls, fences, and trash enclosures shall be maintained free of significant surface cracks, dry rot, warping, missing panels or blocks, graffiti, or other conditions that detract from the appearance of the property. *(Planning)*

5.2. Parking lot surfaces and pedestrian walkways shall be maintained in a safe condition such that any concrete, asphalt, or other driving or walking surfaces are free of potholes, buckled or cracked surfaces, or raised areas. *(Planning)*

5.3. Each vacant lot shall be enclosed with fencing and screening along its property lines in a manner that secures the lot from unauthorized access and maintains the property in a clean, neat, and orderly condition. All fencing and screening shall be maintained in good condition. Any images, logos, branding, or other custom fence screening shall require review and approval by the Community Development Department. *(Planning)*

5.4. The property shall be maintained free of the accumulation of trash and debris. Trash

and debris associated with the permitted uses are to be stored solely in designated trash enclosures. *(Planning)*

6. Orange County Fire Authority

6.1. Design Review: Portions of the project that are deferred shall be subject to the codes, standards, and other applicable requirements in force on the date that the deferred plan is submitted to OCFA. The development review does not imply or express approvals on any subsequent plan submittal. *(OCFA)*

6.2. Plan Submittal Sequence: The applicant or responsible party shall submit the plan(s) listed below to the Orange County Fire Authority for review. Approval shall be obtained on each plan prior to the specified event. *(OCFA)*

Prior to issuance of precise grading permit, or, at the discretion of the planning department, prior to approval at public hearing if this precedes map approval or grading permit issuance:

- Environmental Impact Report (service code PR100)
- Map Review (service code PR110)

Prior to OCFA clearance of a final map or issuance of a precise grading permit or a building permit, if a grading permit is not required:

- Fire Master Plan (service code PR145)
- Demonstrating a fire flow of 4,000 g.p.m. at 20 p.s.i. for 4 hours

Prior to issuance of a building permit:

- Architectural Plans (service codes PR200-PR272)
- Underground piping for private hydrants and fire sprinkler systems (service code PR470-PR475)
- Fire sprinkler system (service codes PR400-PR465)

Prior to concealing interior construction:

- Fire alarm system (service code PR500-PR520)
- Hood and duct extinguishing system (service code PR335)

6.3. Emergency Access Easements: Irrevocable reciprocal access easements for emergency access purposes to the benefit of the City of Cypress shall be recorded concurrently with the final map and the final map will be submitted to the OCFA for clearance. *(OCFA)*

6.4. Secured Fire Protection Agreement: Prior to clearance of a final map for recordation, or issuance of a building permit, whichever comes first, the applicant or responsible party shall enter into a secured fire protection agreement with OCFA Strategic Services (714-573-6199) to mitigate additional fire service impacts resulting from the project. *(OCFA)*

6.5. Traffic Pre-emption Devices: Prior to issuance of a final map, grading permit, or building permit, whichever comes first, the applicant or responsible party shall arrange with the appropriate city, county, or state public works department or agency for installation of traffic pre-emption devices on each traffic signal installed, relocated, or similarly modified as part of this project. *(OCFA)*

6.6. Pre-submittal Meeting: Prior to issuance of grading permit or submittal of any fire master plans or architectural plans to the OCFA, the applicant or responsible party shall attend a pre-submittal meeting with an OCFA plan reviewer. Call OCFA Planning & Development Services at 714-573-6108 at least two weeks in advance to arrange for scheduling and payment for the pre-submittal meeting. *(OCFA)*

6.7. Preconstruction Meeting: Before commencement of construction, the applicant or responsible party shall attend a pre-construction meeting with an OCFA inspector. Call OCFA Inspection Scheduling at 714-573-6150 at least five days in advance to schedule and pay for the pre-construction meeting. *(OCFA)*

6.8. Lumber-drop Inspection: After installation of required fire access roadways and hydrants, the applicant shall receive clearance from the OCFA prior to bringing combustible building materials on-site. Call OCFA Inspection Scheduling at 714-573-6150 with the Service Request number of the approved fire master plan at least five days in advance to schedule the lumber drop inspection. *(OCFA)*

6.9. Emergency Responder Digital Radio System: The applicant shall provide evidence of compliance with emergency responder digital radio system performance criteria prior to occupancy. Buildings shall be equipped with an emergency responder digital radio system per the requirements of the Orange County Sheriff's Department-Communications & Technology Division. *(OCFA)*

7. Engineering

7.1. That all engineering requirements of the City of Cypress, including preparation of improvement plans and installation of all improvements such as curbs and gutters, sidewalks, street grading and pavement, sewer and drainage facilities, or other appurtenant work shall be complied with as required by the City Engineer and in accordance with specifications on file in the Office of the City Engineer, as may be modified by the City Engineer; and, that security in the form of a bond, certificate of deposit, letter of credit, completion guarantee, or cash, in an amount and form satisfactory to the City of Cypress, shall be posted with the City to guarantee the satisfactory completion of said improvements. Said security shall be posted with the City prior to the issuance of a building permit or final map approval, whichever occurs first, to guarantee the installation of the related improvements prior to final building and zoning inspections in accordance with an approved construction phasing plan. In the event the developer's contractor and/or subcontractor fails to diligently prosecute the work within the public right-of-way, the City reserves the right, in its reasonable discretion, to issue a stop work notice and to provide a substitute contractor and/or subcontractor to complete said work at the sole cost and expense of developer. *(Engineering)*

7.2. The applicant shall not grant any easements over any property subject to a requirement of dedication or irrevocable offer to the City of Cypress, unless such easements are expressly made subordinate to the easements to be offered for dedication to the City. Prior to granting any of said easements, the subdivider shall furnish a copy of the proposed easement to the City Engineer for review and approval. *(Engineering)* (Easement Subordination)

7.3. Prior to any street construction or relocation, when there are monuments in the project area which control the location of subdivisions, streets or highways, or provide survey control, the developer shall locate and reference the monuments and shall reset them after construction as required by Section 8771 of the Business and Professions Code, in a manner meeting the approval of the City Engineer. *(Engineering)*

7.4. The applicant shall notify the City Engineer in writing if any changes to parcel/tract map are proposed during the plan check process. Permits shall not be issued until the City Engineer has reviewed and approved the proposed changes for conformance with the intent of the City Council's action and the conditions herein. If the proposed changes are of a substantial nature, an amendment to the original entitlement may be required. *(Engineering, Planning) (Changes to the Tract Map/Parcel Map)*

7.5. The applicant shall make all submittals, including engineering, building, grading, water quality, and inquiries through the department's online plan check and permit application at https://cypressca.viewpointcloud.com or as determined by the City Engineer. *(Engineering)*

7.6. The applicant will be subject to, but not limited to, the following fees on the latest Cypress Master Fee Schedule (at the time of permit application):

- Building/mechanical/electrical/plumbing permit and plan check fees
- Citywide and regional traffic impact fees
- Grading and Public Works permit and plan check fees
- Park Development Fee
- Orange County Sanitation District – Sewer Connection Fees

(Engineering)

8. Landscaping within the Public Right-of-Way

8.1. The applicant or successor in interest shall maintain all landscaping, irrigation, and trees planted in the public right-of-way located along the frontages of their properties, and the roadway parkways and medians in a working, healthy and safe condition. *(Engineering, Maintenance)*

8.2. Within 90 days after recordation of the final map and prior to City's acceptance of the Moody Street dedication, the applicant shall establish a new maintenance agreement, amend the existing maintenance agreement, or otherwise provide documentation acceptable to the City confirming that the existing maintenance obligations will remain in effect for the maintenance of the Moody Street frontage along 5155 and 5233

Katella Avenue and ensuring the continuing maintenance obligation with Shea Properties after the City's acceptance of the public roadway dedication.

9. Sewer and Wastewater

9.1. The developer shall construct new private sewer laterals with manholes or cleanouts at a location approved by the City Engineer. *(Engineering)*

9.2. Prior to the recordation of the subdivision map, the applicant shall submit a sewer plan signed and stamped by a registered civil engineer, detailing all the proposed public and/or private sewer lines meeting the requirements of the City Design Standards for Sewer Facilities to be approved by the City Engineer. (*Engineering*)

9.3. Prior to the recordation of the subdivision map, the applicant shall construct the proposed public sewer lines meeting the requirements of the City Design Standards for Sewer Facilities and must be approved by the City Engineer. (*Engineering*)

9.4. All sewer lines (including mains and laterals) within private lots/properties shall be private sewer lines and shall be owned, maintained and cleaned by the developer, or successor in interest. The City of Cypress shall have no responsibility for maintenance of the private sewer lines. *(Engineering)*

9.5. Prior to the acceptance of any future public sewer lines for City operation and maintenance, the applicant shall grant applicable easements to the City as needed. *(Engineering)*

10. Street Trees

10.1. Trees shall be planted within the public right of way in accordance with the approved street landscape plan subject to the approval of the City Engineer. *(Engineering)*

10.2. The applicant or successor in interest shall trim all trees in the public right-of-way by following the City's tree trimming policy annually or as prescribed by the City Engineer and maintain the trees in a healthy and safe condition. *(Maintenance)*

10.3. The applicant or successor in interest shall maintain and irrigate all trees in the public right-of-way to maintain the trees in a healthy and safe condition. *(Maintenance)*

11. Street Lighting

11.1. The applicant shall install new street lighting on Moody Street, Vessels Circle, and Lexington Drive (east side) with energy efficient LED fixtures. Street light poles, standards, fixtures, spacing, illumination and details shall be approved by the City Engineer and meet the City of Cypress and Southern California Edison design standards and requirements. The applicant shall administer, coordinate, and perform all actions necessary to design, construct, and deliver approved street lighting on all proposed public roadways.

12. Streets

12.1. The applicant shall construct extensions of Moody Street and Vessels Circle within the project limits as shown on VTTM 19247 and described in the Development Agreement. All improvements shall be constructed in accordance with Cypress Public Works standards and specifications and the Traffic Study for the project dated January 2026, prepared by Kimley-Horn and Associates, Inc., and approved by the City ("Traffic Study"), to satisfaction of the City Engineer.

12.2. Prior to the issuance of any certificate of occupancy for project improvements on Lot 2 in VTTM 19247, the applicant shall widen Lexington Drive to the ultimate right-of-way from Cerritos Avenue to the south property line of Lot 2 in VTTM 19247. All improvements shall be constructed in accordance with Cypress Public Works standards and specifications to satisfaction of the City Engineer.

12.3. For all roadway construction, structural sections shall be based on the recommendations of a soils report which has been reviewed and approved by the City Engineer. All design shall be in conformance with the County of Orange Highway Design Manual and City of Cypress standards. Attention is directed that street structural sections shall be determined by using an applicable Traffic Index, but shall be not less than four inches asphalt concrete over six inches of asphalt base. The minimum flow line grade in streets shall be two-tenths percent, and the minimum A.C. cross fall shall be two percent. (Engineering) (Street Structural Sections)

12.4. Prior to the recordation of the applicable "B" final maps for specific development projects, the applicant shall install new driveway approaches that are compliant with the American Disabilities Act. The developer shall comply with the following requirements regarding the improvements:

- Construct all improvements in accordance with Cypress Public Works standards and specifications to satisfaction of the City Engineer.
- Prior to construction, obtain and pay for a permit and inspection services. As part of the permit, maintain a schedule on file with the City Engineer for the work.
- Adjust utility vaults and boxes to grade in accordance with the corresponding utility’s requirements and standards.
- Relocate any utilities as necessary securing the appropriate approvals from the respective utilities.
- If necessary, grant easements to the City for pedestrian purposes for any sidewalk or driveways for compliance with ADA requirements prior to issuance of a permit for construction.

(Engineering)

12.5. Remove and replace any damaged street, pavement, sidewalk, curb and gutter, or any other public improvements as a result of work associated with a specific development project and appropriately clean the area to the satisfaction of the City Engineer.

12.6. The applicant shall submit a street design plans for approval by the City Engineer for all proposed City streets or any work within existing public right of way. Street name signs and traffic signs shall be installed per City Standards. *(Engineering)*

12.7. Prior to issuance of a certificate of occupancy, the applicant shall remove and replace any existing public improvements at the applicable development site which have existing damage, are damaged due to construction, or otherwise below current standards, to the satisfaction of the City Engineer. *(Engineering)*

13. Subdivisions

13.1. This approval is granted subject to the City's approval of a final map and recordation of the final map. The City shall issue building permits only after such recordation, unless otherwise approved by both the Planning Director and Public Works Director and/or pursuant to the Subdivision Map Act. Before occupying any structures or initiating any use approved by this permit, the applicant shall comply with all conditions of the tentative and final maps. (*Engineering, Planning*)

13.2. Prior to the recordation of the final map, the developer shall place on the map an offer of irrevocable dedication, in a form and language acceptable to both the City Engineer and City's Development Attorney, for the extensions of Moody Street and Vessels Circle, and widening of Lexington Drive. The roadways shall be owned and maintained as private streets until acceptance of the offer and the streets are constructed to the City's public street standards as determined by the City Engineer. *(Engineering)*

13.3. All proposed street names for newly created streets, whether public or privately owned, shall be subject to the approval of the City. The developer shall submit to the Planning Director a list of three proposed names and the new street names shall be taken from this list or as recommended by City staff. New streets that align with existing streets shall use the existing street name. Building addresses shall be assigned by the City Building Division. *(Planning, Engineering, Building & Safety) (Street Names)*

13.4. The applicant shall quitclaim or terminate the access easement for the Los Alamitos Race Course (Parcel C of VTTM 19247) located on the Lexington Park property at 4600 W. Cerritos Avenue.

13.5. Subject to any required City approval, prior to the issuance of any permits for the construction of project improvements on Lots 5 and 6 in VTTM 19247, the applicant or a developer shall record documentation sufficient to cause the merger of Lots 5 and 6 in VTTM 19247.

13.6. Subject to any required City approval, within one hundred eighty (180) days after the recordation of the 19247 Final Map (or the portion thereof that is applicable to Lots 8 and 9 in VTTM 19247, the applicant or a developer shall cause Grace Community Church of Cypress ("Grace") to record documentation sufficient to either: (i) cause the merger of Lots 8 and 9 in VTTM 19247; or (ii) create a lot tie for Lots 8 and 9 in VTTM 19247.

14. Traffic

14.1. The quantity, location, width, and type of public driveways shall be subject to the approval of the City Traffic Engineer. Prior to construction of any driveway approach upon public street right-of-way, the applicant shall obtain a public works permit. *(Engineering)* (Driveways)

14.2. The applicant shall construct, modify or install the following improvements in accordance with Cypress Public Works standards/specifications and the Traffic Study. The timing of the improvements shall be prescribed in Exhibit D to the Development Agreement.

1. Ball Road at Moody Street:
   - Add one additional mast arm indication for the northbound and southbound approaches.
2. Ball Road at Walker Street:
   - Restripe the EB/WB approaches to provide one left-turn lane, two through lanes, and one dedicated right-turn lane.
   - Shift the westbound exit lanes north.
3. Cerritos Avenue at Moody Street:
   - Widen and restripe EB approach to provide an exclusive right-turn lane.
   - Restripe SB approach to provide 2 lefts, 1 through, and 1 shared through/right lane.
   - NB approach to provide 2 lefts, 1 through, and 1 shared/through right lane.
   - Modify traffic signal to provide protected left-turn phasing for the northbound/southbound approaches.
   - Provide a crosswalk on the east leg of the intersection.
   - Provide bike lanes on Moody Street.
4. Cerritos Avenue at Valley View Street
   - Modify traffic signal to provide NB right-turn and SB right-turn overlap phasing.
   - Modify striping to extend EB left-turn pocket storage.
5. Vessels Circle at Walker Street
   - Modify traffic signal to add EB right-turn overlap phasing.
   - Modify striping to extend NB and EB pocket storage.
   - Widen Vessels Circle by 10 feet on the south side for 650 feet west of Walker Street.
   - Widen the westbound receiving lane by 3 feet on the north side for 600 feet west of Walker Street.
   - Modify the traffic signal as necessary to accommodate the widening of Vessels Circle.
6. Vessels Circle at Moody Street
   - Install traffic signal with safety lighting, CCTV monitoring, and fiber optic communications connecting to the City's traffic signal network.
   - NB approach to provide 1 left, 2 throughs, 1 right.
   - SB approach to provide 1 left, 1 through, 1 through/right.
   - WB approach to provide 1 left, 1 through, 1 right.
   - EB approach to provide 1 left, 1 through/right.

- Provide bike facilities on both Moody Street and Vessels Circle.

14.3. Prior to the issuance of any grading permits, the applicant shall provide adequate sight distance per Engineering Standard Plan 204 and 205 at all street intersections, driveways, and parkways, in a manner meeting the approval of the City Traffic Engineer. The applicant shall make all necessary revisions to the plan to meet the sight distance requirement such as removing trees, signs, utilities, landscape, hardscape, slopes or any other encroachments from the limited use area in a manner meeting the approval of the City Engineer. *(Engineering)* (Sight Distance)

15. Utilities

15.1. Prior to issuance of a certificate of occupancy, the applicant shall install all new utility services underground. *(Engineering)*

15.2. The applicant shall install all new underground utility services prior to the installation of the final 2-inch cap of the asphalt pavement. All new asphalt pavement shall have a moratorium of 3 years. *(Engineering)*

15.3. All new utility meters shall be installed on private property and shall not be located on any existing or future public right of way. *(Engineering)*

15.4. Arterials shall be crossed by boring only. In public streets, lateral open cuts spaced within 20 feet of each other shall be covered with a two-inch continuous asphalt concrete cap. *(Engineering)*

15.5. All proposed utility, storm drain, or sewer connections shall be reviewed and approved by the agency or utility who owns and operates the service. *(Engineering)*

16. Drainage

16.1. Prior to issuance of any grading/drainage permits for specific development projects within the property subject to VTTM 19247, at the direction of the City Engineer, the applicant shall submit a grading plan for approval signed and stamped by a registered California civil engineer and using actual grades from an Orange County Surveyor's Benchmark. *(Engineering)*

The applicant shall ensure the following requirements are met:

- Drainage is solved to the satisfaction of the City Engineer and Building Official.
- The Grading Plan is consistent with the Water Quality Management Plan, Site Plan and any Improvement Plan for proposed public storm drains.
- Submittal of a Preliminary Grading Plan if deemed necessary by the City Engineer.
- The topography of the area surrounding this development shall be made to establish existing drainage flow patterns.
- The minimum slope standards are met for 1% for landscape areas, AC parking areas 1.5%, Concrete 2%.
- All surface runoff and subsurface drainage directed to the nearest acceptable drainage facility, as determined by the City Engineer.

- Drainage facilities discharging onto adjacent property shall be designed to imitate the manner in which runoff is currently produced from the site or alternatively, the applicant may obtain a drainage acceptance and maintenance agreement, suitable for recordation, from the owner of said adjacent property.
- All drainage facilities must be consistent with the County of Orange Grading Ordinance as supplemented by the Engineering Division and Local Drainage Manual.

16.2. Prior to the issuance of any demolition permits for storm drainage features and improvements on the Property that currently accommodate drainage from Lot 9 in VTTM 19247, the applicant shall construct a stormwater detention basin and pump station, consistent with the Master Plan of Drainage for Specific Plan 3.0 Buildout Project dated March 11, 2026, prepared by Tait & Associates, Inc., and approved by the City ("Master Plan of Drainage"), on Lot 8 in VTTM 19247 or at another location approved by the City. The applicant and Grace Church shall execute and record an amendment to that certain Declaration of Drainage Easement recorded in 2010 to clarify that (a) the stormwater drainage for Lots 8 and 9 in VTTM 19247 will no longer flow to the property, (b) the applicant or a developer will construct a new detention basin/pump station for that purpose on Lot 8 or another location approved by the City and (3) Grace Church shall be responsible for the operation and maintenance of such drainage improvements.

16.3. The applicant shall construct a stormwater detention basin and pump station on Lots 5/6 in VTTM 19247 in accordance with the Master Plan of Drainage, City standards and the Development Agreement and as approved by the City Engineer. The stormwater detention basin will be privately owned and maintained by an association. The pump station shall be City owned, maintained, and operated. The City may shall form an assessment district to fund the maintenance, operation, repair, and replacement of the pump station as described in the Development Agreement. The applicant shall grant any easement(s) necessary for the City to maintain and operate the pump station. The applicant shall additionally grant easements to the City to allow for the discharge of stormwater from portions of the Moody Street extension to the Lots 5/6 detention basin as preliminarily proposed in the Master Plan of Drainage.

16.4. The applicant shall construct all necessary storm drain improvements or relocations to facilitate roadway improvements for Vessels Circle, Moody Street, and Lexington Drive consistent with the Master Plan of Drainage. All storm drain improvements shall be reviewed and approved by the City Engineer and shall meet City standards. The applicant or developers shall obtain approval from the City of Los Alamitos for the proposed storm drain connection at Lexington Drive prior to issuance any permits for Lot 2 or recordation of “B” final map for Lot 2.

16.5. Prior to the issuance of any construction permits for any project improvements on Lot 3 or 4, the applicant and Cottonwood Christian Center or its successor in interest shall execute and record an amendment to the existing an existing Easement Agreement recorded in 2007 to include the right to discharge stormwater from Lots 3 and 4 of VTTM 19247 into the existing 48" private storm drain on Cottonwood's property, in a form acceptable to the City.

16.6. Any proposed stormwater drainage or storm drains which cross property line(s) shall require drainage easements to be executed and recorded prior to the issuance of applicable grading permits, unless existing drainage easements or agreements are in effect.

17. Storm Water Quality – National Pollutant Discharge Elimination System

17.1. Development must be undertaken in accordance with conditions and requirements of the Santa Ana Region National Pollutant Discharge Elimination System (NPDES) Permit Order No. R8-2009-0030 as amended by Order No. R8-2010-0062.

17.2. Prior to the issuance of any grading or building permits, the applicant shall submit for review and approval by the City Engineer, a Final Water Quality Management Plan (WQMP). The WQMP must include best management practices for source control, pollution prevention, site design, and low impact development as well as structural treatment controls among many factors. Site design for controlling urban runoff must first evaluate infiltration, then harvest and water re-use, then evapotranspiration and only bio-treatment if the other three are not feasible. The WQMP must identify the routine structural and non-structural measures specified in the current Drainage Area Management Plan (DAMP) and utilize the Orange County Technical Guidance Document (OC TGD) as well as the Model WQMP.

Applicable WQMP projects must also:

- Utilize the City's current WQMP template;
- Utilize the City's online WQMP application system for submittal;
- Address site Design BMPs (as applicable) such as minimizing impervious areas, maximizing permeability, minimizing connected impervious areas, creating reduced or zero discharge areas, and conserving natural areas;
- Incorporate Routine Source Control BMPs as defined in the DAMP;
- Include post-construction Treatment Control BMP(s) as defined in the DAMP;
- Include and Operations and Maintenance (O&M) Plan that (1) describes the long- term operation and maintenance requirements for pos-construction Treatment Control BMP(s); (2) identifies the entity that will be responsible for long-term operation and maintenance of the referenced Treatment Control BMP(s); (3) describes the mechanism for funding the long-term operation and maintenance of the references Treatment Control BMP(s); (4) includes the Water Quality Implementation Covenant and Agreement.

17.3. Prior to issuance of and grading or building permits, the applicant must submit a certified copy of the approved Final Water Quality Management Plan (WQMP) along with the final approved Grading Plan and all other supporting documentation on a USB flash drive in a single digital file (pdf) format acceptable to the City Engineer. The Final WQMP Submittal and subsequent approval of the Preliminary Water Quality Management Plan does not guarantee approval of the Final Water Quality Management Plan. Should the final calculations and submittals not meet the required thresholds necessary to meet the obligations of the City under the NPDES Permit for development and its incorporated documents such as the DAMP and OC

TGD. alterations to the site and the site plan may be required as prescribed by the City Engineer to the WQMP. Any significant alteration to the site plan due to the Final WQMP may require approval of the Council for the revision. Additionally, the WQMP must identify a responsible party and implement funding sources for maintaining post construction BMPs as required as part of the development and must ensure that appropriate easements and ownerships are properly recorded in public records and access is made available for inspection of said devices.

17.4. The owner is responsible for providing a Water Quality Implementation Covenant and Agreement and an Operations and Maintenance plan that outlines the funding and maintenance of water quality BMPs, consent to inspect, and indemnification on the forms provided by the City for all post-construction stormwater mitigation and treatment devices, as required by the Santa Ana Regional National Pollutant Discharge Elimination System (NPDES) Permit Order No. R8-2009-0030 as amended by Order No. R8-2010- 0062. The agreement will be subject to the review and approval of the City Engineer and City Attorney. Before final acceptance of project improvements, the owner or his/her designated representative must certify that the treatment device was constructed and installed in accordance with the approved plans. Prior to the issuance of a certificate of occupancy, the applicant must demonstrate compliance with the City's NPDES Implementation Program in a manner meeting the satisfaction of the City Engineer and Water Quality Manager, including:

- Demonstrate that all structural Best Management Practices (BMPs) described in the BMP Exhibit from the project's approved WQMP and Maintenance Covenant and Agreement have been implemented, constructed and installed in conformance with approved plans and specifications
- Demonstrate that the applicant has complied with all non-structural BMPs described in the project's WQMP
- Demonstrate that copies of the project's approved WQMP and Covenant and Agreement (with attached O&M Plan) are available for each of the initial occupants
- Agree to provide pay a compliance deposit to pay for any required inspections and any additional non-compliance inspections as the City deems necessary
- Submit certified record drawings as well as the project engineer’s post-construction certification as well as the owner’s post construction certification on a template provided by the City
- Agree to pay for an inspection (special investigation) from the City for a date 12 months after the issuance of a certificate of occupancy for the project to verify compliance with the approved WQMP, Maintenance Covenant and Agreement and O&M Plan.
- Demonstrate that the applicant has RECORDED one of the following:

  1. The CC&R's (that must include the approved WQMP, Maintenance Covenant and Agreement and O&M Plan) for the project's Homeowner’s Association;
  2. A Water Quality Implementation Covenant and Agreement that has the approved WQMP and O&M Plan attached; or
  3. The final approved Water Quality Management Plan (WQMP) and

Operations and Maintenance (O&M) Plan. *(Engineering, Water Quality)* (NPDES/WQMP Compliance Measures).

17.5. All onsite storm drain inlets, whether newly constructed or existing, must be labeled "No Dumping Drains to Ocean" before occupancy in accordance with city requirements.

17.6. All exterior metal building surfaces, including roofs, must be coated with rust-inhibitive paint to prevent corrosion and release of metal contaminants into the storm drain system prior to occupancy.

17.7. Trash enclosures and/or recycling area(s) must include a structure to cover the enclosure with a solid roof design below to direct stormwater away from entering the enclosure. All litter/waste material must be kept in leak-proof containers. Area(s) must be paved with impermeable material. No other area may drain onto these areas. The trash enclosure and/or recycling area(s) may not drain to the storm drain system and all cleanups must be performed using dry cleanup methods. Additionally, there must be a posted sign on the trash enclosure informing users that hazardous materials are not to be disposed therein. Additionally, trash enclosures may be required to be modified to meet the current solid waste requirements.

17.8. Pet waste collection systems or dispensers, which hold bags for pet owners to use to pick up waste, must be installed in close proximity to trash receptacles in all common use areas. Regular refuse collection and resupply of pickup bags must be conducted by property owner or homeowner's or business owner's association.

17.9. Decorative fountains and ponds must be designed with no connection to the storm drain system. The discharge of non-stormwater from fountains and ponds must not be allowed to drain to the storm drain system.

17.10. Prior to the issuance of any grading or building permit, the applicant must submit an Erosion and Sediment Control Plan (ESCP) in a manner meeting approval of the City Engineer and the Building Official and in accordance with requirements of the Santa Ana Regional National Pollutant Discharge Elimination System (NPDES) Permit Order No. R8-2009-0030 as amended by Order No. R8-2010-0062. The ESCP must be developed and implemented to demonstrate compliance with the City's NPDES Implementation Program and State water quality regulations for grading and construction activities. The ESCP must identify how all construction materials, wastes, grading or demolition debris, and stockpiles of soil, aggregates, soil amendments, etc. must be properly covered, stored, and secured to prevent transport into local drainage ways or coastal waters by wind, rain, tracking, tidal erosion or dispersion. The ESCP must also describe how the applicant will ensure that all BMPs will be maintained during construction of any future public right-of-ways. The ESCP must be updated as needed to address the changing circumstances of the project site. A copy of the current ESCP must be kept at the project site and be available for City review on request.

17.11. Prior to issuance of certificate of occupancy, the applicant must clean all on site storm drain systems, catch basins, filters, storm drain lines, inlet boxes, etc.

Additionally, upon direction of the City Engineer, the applicant must clean any public storm drain systems, catch basins, filters, lines, inlet boxes that the City Engineer has determined have been impacted by the applicant's construction. If clean-up is not performed, the City may make arrangements to clean the system at developer’s expense.

17.12. The owner is responsible for maintaining and operating all on-site private improvements.

17.13. The owner or association shall maintain all post-construction stormwater quality improvements per the approved Water Quality Management Plan (WQMP).

17.14. All property areas must be maintained free of litter/debris.

17.15. All onsite storm drains including post-construction best management practices (BMPs) must be cleaned at least twice a year; once immediately before October 1st (the beginning of the rainy season), and once in May (the end of the rainy season). Additional cleaning may be required by the City Engineer.

17.16. There must be no pressure washing of parking areas, and waste storage areas, or building site, unless the City approves a collection system to keep water from entering the storm drain.

17.17. Landscaping must be properly maintained with efficient irrigation to reduce runoff, promote surface filtration, and minimize the use of fertilizers and pesticides that can contribute to urban runoff pollution.

17.18. Any site plan review applicant or its successor shall be responsible for the cost of any water quality inspections by the City that are mandated by the State of California or by the U.S. Environmental Protections Agency (USEPA) presently or in the future.

17.19. The Improvement Bond must incorporate all post-construction stormwater devices from the approved WQMP. These costs will be provided in the WQMP for review and inclusion in the Improvement Bond and shall cover device defects as well as malfunctions and possible replacement in the event the device is damaged or not operating per the manufacturer’s specification or intended design.

17.20. The applicant will be subject to all requirements of Section 13-29 of the Cypress Municipal Code regarding stormwater pollution prevention including, but not limited to, an Operations and Maintenance Verification Certification – WQMP Post Construction through the City’s online application and permitting system, prior to issuance of a final certificate of occupancy.

17.21. No person or person(s) shall make any modifications to drainage approved in the grading plan or WQMP without prior written approval from the City Engineer.

17.22. Certified full trash capture devices must be installed to address the Statewide Trash Amendments adopted April 7, 2015. Existing storm drain inlets located within this project must be retrofitted to address the above trash policies. Additionally, proposed post-construction BMPs must be devices that are State certified for full-

trash capture. Relocated catch basin along property frontage shall also include automatic retractable screens (ARS) devices in addition to full trash capture devices to address the Statewide Trash Amendments.

18. Building and Safety

18.1. Applicant/developer shall provide a single point of contact for all phases of the permitting process and the construction process. The point of contact may be different for permitting and construction. The applicant/developer will provide a 24-hour contact number. This person will be responsible for all communications with Building and safety including but not limited to application, plan submittal, permit issuance, inspection requests and any other requests or inquiries. (*Building and Safety*)

18.2. The applicant will schedule a pre-construction meeting with both the Building Official and City Engineer (or designee) prior to any work starting on the project site. The meeting shall take place one to two weeks prior to the start of construction. All contractors including their superintendents, designers/engineers will be required to attend unless otherwise directed by the Director of Public Works. (*Building and Safety, Engineering*)

18.3. Construction bins for non-recyclable and recyclable materials generated from any construction site (residential and non-residential) must be placed "on site" out of the public right-of-way unless permit is obtained from the City Engineer. *(Building & Safety)*

18.4. A pre-grading SWPPP's inspection is required prior to grading permit issuance. All required grading stormwater BMPs shall be installed and inspected by the Building Division prior to release of the grading permit. *(Building & Safety)*

18.5. Delivery, loading and unloading of construction materials shall occur on site and not within the Public Right of Way unless a permit is obtained from the City Engineer. *(Building and Safety)*

19. Solid Waste

19.1. The applicant shall subscribe to solid waste services from the City's solid waste hauler with no less than one time per week service for trash, recycling, and organics recycling. These shall be properly maintained and not allowed to overflow. Source separated organic recycling is required unless alternatives are approved in writing from the Public Works Director. (*Public Works, Water Quality*)

19.2. The applicant shall ensure there is adequate room and clearance for solid waste trucks and for placement of construction bins on site during construction. Access ways shall not be blocked without written approval of the Building Official. (*Public Works*)

19.3. The applicant shall not install a trash compactor at the site without first having received written approval from the City's solid waste hauler. *(Public Works)*

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS, CALIFORNIA, CERTIFYING FINAL ENVIRONMENTAL IMPACT REPORT SCH NO. 2025040377; ADOPTING CEQA FINDINGS OF FACT, A MITIGATION MONITORING AND REPORTING PROGRAM, AND A STATEMENT OF OVERRIDING CONSIDERATIONS; AND APPROVING ENVIRONMENTAL CLEARANCE FOR THE REASONABLE BUILDOUT OF THE CYPRESS TOWN CENTER AND COMMONS SPECIFIC PLAN 3.0 PROPERTY LOCATED AT 4961 KATELLA AVENUE.

WHEREAS, the City Council of the City of Cypress has considered an application submitted by Los Alamitos Race Course ("LARC") ("Developer") for the reasonable buildout of the Cypress Town Center and Commons 3.0 Specific Pan including the subdivision of 151 gross acres into 14 parcels and a Development Agreement ("DA"); and

WHEREAS, the foregoing project requires approval of a Vesting Tentative Tract Map ("VTTM No. 19247") and a Development Agreement that required the preparation of an Environmental Impact Report ; and

WHEREAS, a Notice of Preparation (NOP) was circulated for comment to the public, responsible, and trustee agencies for a 30-day public review period between April 4, 2025 and May 5, 2025, during which time the City held a public scoping meeting on April 16, 2025; and

WHEREAS, the Notice of Availability ("NOA") for the Draft Environmental Impact Report ("Draft EIR") was issued on March 16, 2026, and the Draft EIR was circulated for public review from March 16, 2026 through April 30, 2026; and

WHEREAS, following the close of the public review period, the Final Environmental Impact Report ("Final EIR") was prepared, which includes written responses to the comments received during the public review period; and

WHEREAS, the responses to comments on the Draft EIR are full and complete in compliance with California Environmental Quality Act ("CEQA"). The responses to comments do not detrimentally affect the analysis in the Draft EIR, and do not require the recirculation of information; and

WHEREAS, the City Council now desires to adopt a resolution (1) adopting the findings required by CEQA Guidelines, Section 15091; (2) certifying the Final EIR for the Proposed Project; (3) adopting the proposed mitigation monitoring and reporting program, and (4) adopting a statement of overriding considerations, pursuant to CEQA; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CYPRESS, CALIFORNIA, HEREBY FINDS, RESOLVES AND ORDERS AS FOLLOWS:

Section 1. Recitals. The City Council hereby specifically finds that all of the facts set forth in the recitals above of this Resolution are true and correct and the same are specifically incorporated herein.

Section 2. Administrative Record. All evidence introduced before the City Council at the public hearing on the Final EIR held on July 14, 2026, are hereby incorporated into the record of this proceeding, including all documents specified under applicable State law, and shall comprise the entire record of proceedings for any claims under CEQA.

Section 3. Final EIR Contents. The Final EIR consists of the following:

a) The Final EIR including all Technical Appendices attached;
b) The Draft EIR including all Technical Appendices attached;
c) The Notice of Preparation and comments received in response to the Notice of Preparation;
d) The Mitigation Monitoring and Reporting Program;
e) Additions and corrections to the remaining portions of the Draft EIR that have been made pursuant to public comments;
f) Comments received on the Draft EIR with Responses to each of the Comments made;
g) The Notice of Completion and Availability of the Draft EIR for public review; and
h) Any other information added by the Lead Agency.

(All hereafter collectively referred to collectively as the “EIR”)

Section 4. Accompanying Documents To EIR. Documents that shall accompany and be part of the EIR are:

a. Mitigation Monitoring and Reporting Program;
b. Findings of Fact; and
c. Statement of Overriding Considerations.

Section 5. Certification Of Compliance With CEQA. The City Council does hereby finds and determines the EIR (Exhibit “1” to this Resolution, a copy which is on file with the Planning/Community Development Department), the Findings of Fact and the Statement of Overriding Considerations (Exhibit “2” to this Resolution), and the Mitigation

Monitoring and Reporting Program (Exhibit "3" to this Resolution) have been prepared in accordance with requirements of CEQA, and the CEQA Guidelines.

Section 6. CEQA Findings of Fact, Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations.

a) *Adoption of Findings of Fact*. The City Council does hereby approve, accepts as its own, incorporate as if set forth in full herein, and make each and every one of the findings contained in the Findings of Fact, Exhibit "2" of this Resolution, a copy of which is on file in the Planning/Community Development Department.

b) *Certification of Environmental Impact Report*. The City Council hereby certifies (1) the EIR has been completed in compliance with CEQA; (2) that it has reviewed and considered the information contained in the EIR prior to approving the project; and (3) that the EIR reflects the City Council's independent judgment and analysis.

c) *Adoption of Statement of Overriding Considerations*. The City Council finds and determines that, even with the incorporation of all feasible mitigation measures, certain significant and unavoidable environmental impacts associated with the Proposed Project will remain. These impacts include air quality emissions, impacts to cultural resources, and transportation impacts associated with future development that may occur under the Proposed Project. Accordingly, the City Council hereby adopts the Statement of Overriding Considerations set forth in Exhibit "2" to this Resolution and finds that the economic, legal, social, and other benefits of the Proposed Project outweigh and render acceptable the Project's unavoidable adverse environmental impacts. The City Council further finds and determines these overriding considerations apply to the Proposed Project as approved, or as may be modified or amended by the City Council.

d) *Adoption of Mitigation Monitoring and Reporting Program*. As required by applicable State law, the City Council hereby adopts the Mitigation Monitoring and Reporting Program set forth in Exhibit "3" of this Resolution. The City Council finds that the Program is designed to ensure that, during project implementation, the City and any other responsible parties implement the project components and comply with the mitigation measures identified in the Findings of Fact and the Mitigation Monitoring and Reporting Program.

Section 7. Effective Date of Resolution. This Resolution shall become effective immediately. The Community Development Department is directed to file a Notice of Determination.

PASSED, APPROVED and ADOPTED by the City Council of the City of Cypress at a regular meeting held on the 14th day of July, 2026.

_____
MAYOR OF THE CITY OF CYPRESS

ATTEST:

_____
CITY CLERK OF THE CITY OF CYPRESS

STATE OF CALIFORNIA)
COUNTY OF ORANGE)SS

I, LISA BERGLUND, City Clerk of the City of Cypress, DO HEREBY CERTIFY that the foregoing Resolution was duly adopted at a regular meeting of the said City Council held on the 14th day of July, 2026, by the following roll call vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:

_____
CITY CLERK OF THE CITY OF CYPRESS

EXHIBIT “1”
ENVIRONMENTAL IMPACT REPORT

(PROVIDED AS A SEPARATE DOCUMENT)

EXHIBIT "2"
CEQA FINDINGS OF FACT
AND
STATEMENT OF OVERRIDING CONSIDERATIONS

FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE FINAL ENVIRONMENTAL IMPACT REPORT

FOR THE SPECIFIC PLAN 3.0 BUILDOUT PROJECT (CERTIFICATION OF AN ENVIRONMENTAL IMPACT REPORT AND VESTING TENTATIVE TRACT MAP NO. 19247)

STATE CLEARINGHOUSE NO. 2025040377

The Final Environmental Impact Report (Final EIR) prepared by the City of Cypress (City) for the Specific Plan 3.0 Buildout Project (proposed project) consists of the March 2026 Draft Environmental Impact Report (Draft EIR) and June 2026 Response to Comments on the Draft EIR.

The Final EIR identifies significant environmental impacts that will result from implementation of the proposed project. The City finds that the adoption of mitigation measures identified in the Final EIR as part of the proposed project approval will reduce all but the following significant environmental effects (impacts) to levels that are less than significant: air quality, cultural resources, and transportation. For those impacts, no feasible mitigation measures have been identified to reduce the impacts to a less than significant level. Mitigation measures have been identified and included but would not reduce impacts to a level of less than significance; therefore, these impacts will remain significant and unavoidable. These Findings contain a Statement of Overriding Considerations that demonstrates why the benefits of the proposed project outweigh the unavoidable adverse environmental effects and are therefore acceptable.

As required by the California Environmental Quality Act, Public Resources Code (PRC) Section 21000 *et seq*. (CEQA) and the *State CEQA Guidelines*, California Code of Regulations, Title 14, Section 15000 *et seq*. (*State CEQA Guidelines*), the City, in addition to adopting these CEQA Findings and Statement of Overriding Considerations, also adopts a Mitigation Monitoring and Reporting Program (MMRP) for the proposed project. In adopting the MMRP, the City finds that it meets the requirements of PRC Section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate potentially significant environmental effects of the proposed project.

In accordance with CEQA and the *State CEQA Guidelines*, the City adopts these findings as part of the project approval. Pursuant to PRC Section 21082.1(c)(3), the City also finds that the Final EIR reflects the City's independent judgment as the lead agency for the proposed project.

This page intentionally left blank

1.0 INTRODUCTION

1.1 FINDINGS OF FACT

CEQA requires that the environmental impacts of a project be examined and disclosed prior to approval of a project. Pursuant to Section 15091(a) of the *State CEQA Guidelines*, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Having received, reviewed and considered the Final EIR prepared for the Specific Plan 3.0 Buildout Project (proposed project), State Clearinghouse (SCH) No. 2025040377; as well as all other information in the record of proceedings on this matter, the following Findings Regarding the CEQA Documents for the proposed project are hereby adopted by the City.

1.2 DOCUMENT FORMAT

These Findings have been categorized into the following sections:

1. Section 1.0 provides an introduction to these Findings.

2. Section 2.0 provides a summary of the proposed project, overview of other discretionary actions required for the proposed project, and a statement of project objectives.

3. Section 3.0 provides a summary of those activities that have preceded the consideration of the Findings for the proposed project as part of the environmental review process, and a summary of public participation in the environmental review for the proposed project.

4. Section 4.0 sets forth findings regarding those potentially significant environmental impacts identified in the CEQA Documents which the City has determined to be less than significant with the implementation of project design features.

5. Section 5.0 sets forth findings regarding those significant or potentially significant environmental impacts identified in the CEQA Documents which the City has determined can

feasibly be mitigated to a less than significant level through the imposition of mitigation measures included in the MMRP for the project.

6. Section 6.0 sets forth findings for significant and unavoidable project impacts.

7. Section 7.0 sets forth findings regarding growth-inducing impacts.

8. Section 8.0 sets forth findings regarding alternatives to the proposed project.

9. Section 9.0 contains findings regarding the Mitigation, Monitoring and Reporting Program (MMRP) for the proposed project.

10. Section 10.0 contains other relevant findings adopted by the City with respect to the proposed project.

11. Section 11.0 contains the Statement of Overriding Considerations for the proposed project.

The Findings set forth in each section herein are supported by findings and facts identified in the administrative record of the proposed project.

1.3 CUSTODIAN AND LOCATION OF RECORDS

The documents and other materials that constitute the administrative record for the City's actions regarding the proposed project are located at the City of Cypress Community Development Department, located at 5275 Orange Avenue, Cypress, California 90630. The City is the custodian of the administrative record for the proposed project.

2.0 PROJECT SUMMARY

2.1 PROJECT DESCRIPTION AND LOCATION

The proposed project analyzed in the Draft EIR consists of the reasonably foreseeable buildout of a portion of the area governed by the Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan) that includes approximately 134 acres of land (Buildout Area) in the City of Cypress. The City of Cypress voters approved the Specific Plan on November 5, 2024, pursuant to "Measure S" as part of the Housing Element Implementation Project. The proposed project includes the approval of Vesting Tentative Tract Map No. 19247 (VTTM 19247). VTTM 19247 includes lots with a total land area of approximately 151.6 acres. The land subject to VTTM 19247 is greater than the Buildout Area as VTTM 19247 includes Lots 8 and 9 (17.55 acres), which are, or will be, part of the Grace Church property, which is located outside the area governed by the Specific Plan. The environmental analyses in the Draft EIR do not consider future development on Lots 8 and 9 of VTTM 19247.

In addition, the proposed project does not consider the development of two discrete portions of the land subject to the Specific Plan, which include (1) seven acres of land within the area governed by the Specific Plan (Melia Property) that Melia Homes has previously developed as the Belmont residential project (State Clearinghouse [SCH] 2020099025) and (2) nine acres of land on which the City has previously developed Lexington Park.

The proposed project evaluated in this EIR includes 1,791 residential units and 440,000 square feet of non-residential uses that could occur within the Buildout Area, as detailed below.

- **Residential Development:** The Specific Plan allows for a maximum of 1,926 residential units, including the units allowed on the seven-acre Melia Property. Melia Homes previously developed the Belmont residential project with 135 units on the Melia Property. Therefore, an additional 1,791 residential units (1,926 minus 135) may be developed within the Buildout Area.

- **Non-Residential Development:** The Specific Plan permits an aggregate maximum of 879,170 square feet of non-residential floor area within the Buildout Area. However, it is anticipated that, based on current and reasonably foreseeable future market conditions, the buildout of the Buildout Area will include substantially less than 879,170 square feet of non-residential development. Therefore, the environmental analyses in the Draft EIR are based in part on the assumption that only 440,000 square feet of non-residential development will occur within the Buildout Area. This represents approximately 50 percent of the maximum amount of permitted non-residential development. If non-residential development that cumulatively exceeds 440,000 square feet is later proposed within the Buildout Area, additional environmental review in accordance with the provisions of CEQA and the *State CEQA Guidelines* may be required if and to the extent such non-residential development requires any discretionary action by the City.

- **Development of Lot 14:** Melia Homes has proposed a project (Lot 14 Project) on the entirety of Lot 14 in proposed VTTM 19247, which includes approximately 7.33 acres of land. The Lot 14 Project includes the further subdivision of proposed Lot 14 into 8 lots (Lots 1–6, A and B) for condominium purposes for the construction and sale of 112 attached townhomes, with

common areas for landscaping, recreation center, parking, drive aisles and easements. Lot 14 is located in the Mixed-Use (Town Center/MDR) District established in the Specific Plan.

The analyses in the Draft EIR are based on the assumed development of Lot 14 with 128 residential units and a portion of the 440,000 square feet of non-residential development that is anticipated to occur in the Buildout Area. Given that the Lot 14 Project includes only 112 residential units (fewer than the 120 residential units assumed for analytical purposes in this EIR) and no non-residential uses, the environmental analyses in this EIR fully account for the proposed Lot 14 Project and are conservative in that they overstate the environmental impacts associated with the development of Lot 14.

VTTM 19247 would divide the Buildout Area and other land currently owned by Grace Church into 14 numbered lots. The numbered lots would accommodate the development of residential, non-residential and park and recreational uses. VTTM 19247 also includes existing Siboney Street, land that would be used to expand a portion of Lexington Drive adjacent to Lot 1 and Lexington Park, the further extension of Vessels Circle between Lots 7 and 12 and the extension of Moody Street to connect to Siboney Street, with Siboney Street becoming part of Moody Street.

In accordance with the approved Specific Plan, the proposed project evaluated in the Draft EIR includes residential development on Lots 2 through 4, 7, and 10 through 14, non-residential development on Lots 10 through 14, and the development of park and recreational improvements on Lots 1, 5, and 6 (as well as two additional acres within the Specific Plan that will be specified in the future).

Development on Lots 1, 5, and 6 is limited to park and recreational uses. The Public Park District includes 18.2 of specifically identified land, which includes the nine acres of land that the City previously developed as Lexington Park following its approval as the Cypress Sports Park Project (SCH No. 2019089093).

The proposed project evaluated in the Draft EIR does not assume any development on Lots 8 and 9. Grace Church owns Lot 9 where its existing church facilities are located. It is anticipated that Grace Church would acquire Lot 8 from Los Alamitos Race Course (LARC) in exchange for transferring ownership of Lots 5 and 10 to LARC. Following this anticipated land swap, Grace Church would own Lots 8 and 9, which collectively include approximately 17.55 acres of land and are not located within the Buildout Area. Lots 8 and 9 have been included in VTTM 19247 solely in connection with the contemplated land swap and no development is presently contemplated on those lots by Grace Church.

The maximum residential buildout and reasonably foreseeable non-residential buildout of the Buildout Area pursuant to the Specific Plan reflects the land swap described above and therefore includes Lots 5 and 10, and excludes Lots 8 and 9.

The Buildout Area has multiple owners. LARC owns approximately 97 acres (LARC Property), Cypress Golf Course (GC), LLC owns approximately 33 acres (Cypress GC Property) and Grace Community Church of Cypress dba Seacoast Grace Church (Grace Church) owns approximately 4 acres. LARC currently operates Los Alamitos Race Course on the LARC Property. The Cypress GC Property is a

portion of the former Cypress Golf Club. Grace Church currently operates a portion of its church on its 4 acres of land in the Buildout Area.

The Buildout Area is situated in the southern portion of the City of Cypress, within Orange County. The City of Cypress is bordered on the north by La Palma and Buena Park, on the east by Anaheim and Stanton, on the south and west by the City of Los Alamitos, and on the west by Long Beach, Hawaiian Gardens, and Lakewood. The Buildout Area includes all of the land governed by the Specific Plan, except for the Melia Property and Lexington Park, which have previously been developed, and the portion of Lots 8 and 9 in VTTM 19247 that is not part of the land governed by the Specific Plan.

The Buildout Area is generally bounded by Cerritos Avenue to the north, on the east by several existing commercial and institutional uses along and near Walker Street including Grace Church and office and retail uses, on the west by Lexington Drive, and on the south by Katella Avenue and several existing commercial, retail, and residential uses.

Regional vehicular access to the Buildout Area is provided by Interstates 605 and 405 (I-605 and I-405), which are approximately 1.5 miles to the west and 2.1 miles to the south, respectively; Beach Boulevard (State Route 39 [SR-39]), approximately 2.7 miles to the east; and State Route 22 (SR-22), approximately 2 miles to the south.

2.2 DISCRETIONARY ACTIONS

The City is the Lead Agency under CEQA and is responsible for reviewing and certifying the adequacy of the EIR for the proposed project. It is expected that the City, at a minimum, would consider the data and analyses contained in the EIR when making their permit determinations. Prior to implementation of the proposed project, discretionary permits and approvals must be obtained from local, state and federal agencies, as listed below.

- **Vesting Tentative Tract Map No. 19247**: The project applicant is requesting approval of Vesting Tentative Tract Map No. 19247 (VTTM 19247).

- **Development Agreement:** The project applicant is requesting approval of a Development Agreement with the City of Cypress, pursuant to Section 65864 *et seq.* of the California Government Code and Section 4.21.020 of the City's Zoning Ordinance.

2.3 STATEMENT OF OBJECTIVES

Section 15124(b) of the *State CEQA Guidelines* states that the project description shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) of the *State CEQA Guidelines* further states that "the statement of objectives should include the underlying purpose of the project."

The underlying purpose of the proposed project is to redevelop the Buildout Area in accordance with the voted-approved Specific Plan. This will be accomplished consistent with the following objectives:

1. Provide a significant number of new residential units in the Buildout Area to help meet the unmet demand for housing in the City and the project vicinity, consistent with the City's Housing Element and the Cypress Town Center and Commons Specific Plan approved by the voters of the City of Cypress.

2. Establish a mixed-use town center that is intended to be the City's "main street" and a gathering place for the community with a vibrant mix of entertainment, retail, restaurant, commercial and residential uses.

3. Revitalize a large urban area in the City that is currently significantly underutilized.

4. Diversify the City's existing housing stock by providing various housing product types and densities to meet a range of housing needs of Cypress and area residents.

5. Provide a mix of residential, commercial, retail and park and recreational uses that encourages project residents to walk or bike to and from the commercial areas and attractions and parks within the Buildout Area and provides an enhanced consumer and employee base for the new commercial uses.

6. Develop a project that will invigorate the local economy by providing new employment and business opportunities.

7. Provide residential and commercial/retail improvements that generate new sources of revenue for the City through increased property values and retail sales.

8. Extend existing City streets through all or a portion of the Buildout Area to improve overall traffic circulation in the project vicinity and provide necessary vehicular and pedestrian access for project residents, tenants, visitors and patrons.

9. Develop new residential and senior housing communities with sufficient housing units to support the size, scale and operation of planned public parks and other amenities and common areas included in the proposed project.

3.0 ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

A Notice of Preparation (NOP) was distributed for the proposed project by the City to the State Clearinghouse on April 4, 2025. The State Clearinghouse (SCH) issued a project number for the proposed project, SCH No. 2025040377. In accordance with *State CEQA Guidelines* Section 15082, the NOP was circulated to interested agencies, groups, and individuals for a period of 30 days, from April 4, 2025, to May 5, 2025, during which comments were solicited and received, pertaining to environmental issues/topics that the Draft EIR should evaluate. These NOP responses were considered in the preparation of the Draft EIR, which upon release, was made available to all Responsible/Trustee Agencies and interested groups and individuals, as required under *State CEQA Guidelines* Sections 15105 and 15087. A virtual public scoping meeting was held on April 16, 2025, at 6:30 p.m.

The State-mandated public review of the Draft EIR began on March 16, 2026, and concluded on April 30, 2026. The Final EIR includes a Response to Comments package, which presents all written comments received during the public review period of the Draft EIR and includes responses to these comments and associated changes made to the Draft EIR in the form of an Errata.

The Final EIR includes any exhibits or appendices thereto, the list of persons, organizations and public agencies which commented on the Draft EIR, the comments which were received by the City regarding the Draft EIR, and the City's written responses to comments raised in the public review and comment process, all of which are incorporated herein and made a part hereof by reference. Pursuant to *State CEQA Guidelines* Section 15084, the Final EIR has been reviewed and analyzed by the City of Cypress as the lead agency with respect to the proposed project and the Draft EIR. The following findings for the proposed project and each fact in support of a finding are thus based upon substantial evidence in the record.

This page intentionally left blank

4.0 FINDINGS REGARDING ENVIRONMENTAL IMPACTS DETERMINED TO HAVE NO IMPACTS OR BE LESS THAN SIGNIFICANT

The City finds, based upon the analysis presented in Chapter 4.0 of the Draft EIR, that the following environmental effects of the proposed project either have no impact or are less than significant, and, therefore, no mitigation measures are required. The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been identified and incorporated into the proposed project which avoids or substantially lessens the potentially significant effect on the environment to a less than significant level.

4.1 AESTHETICS

Threshold 4.1.1: Substantial Adverse Effect on a Scenic Vista: No Impact

The City is almost entirely developed, and no public vantage points provide substantial views of water bodies, mountains, hills, or other significant visual resources. Given that no scenic vista is currently viewable from any public vantage point in proximity to the Buildout Area, the development of the proposed project would not alter an existing scenic vista or block views of any scenic vistas. Therefore, the proposed project would not have a substantial adverse effect on a scenic vista, and no impact would occur.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not significantly affect scenic vistas. No impact would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supporting Evidence: Please refer to pages 4.1-7 and 4.1-8 of the Draft EIR prepared for the proposed project

Threshold 4.1.2: Substantial Damage to Scenic Resources: No Impact

There are no designated State Scenic Highways within the City's limits. The only designated Scenic Highway in the County is a 4-mile segment of State Route 91 (SR-91) from State Route 55 (SR-55) to the east of the Anaheim city limits, located approximately 12 miles northeast of the Buildout Area, and the nearest eligible Scenic Highway is a segment of Pacific Coast Highway (State Route 1 [SR-1]), located approximately 5.5 miles southwest of the Buildout Area. Due to distance and intervening land uses, no portion of the Buildout Area is visible from either roadway. Therefore, the proposed project would not damage scenic resources within a State Scenic Highway, and no impact would occur.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not significantly affect scenic resources within a scenic highway or corridor. No impact would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supporting Evidence: Please refer to page 4.1-8 of the Draft EIR prepared for the proposed project.

Threshold 4.1.3: Conflict with Applicable Zoning Governing Scenic Quality: Less Than Significant Impact

Because the City and the Buildout Area are located within the Los Angeles—Long Beach—Anaheim, CA Urbanized Area, as defined by the U.S. Census Bureau and *State CEQA Guidelines* Section 15387, the applicable threshold is whether the proposed project would conflict with applicable zoning and regulations governing scenic quality.

The proposed project would allow higher density development within the Buildout Area than currently exists. However, the Specific Plan provides specific development standards for residential and mixed-use development, including maximum structure height and setback requirements, which would be applicable to the future development under the proposed project. Therefore, although the proposed project would change the aesthetic character of the Buildout Area, all development pursuant to the Specific Plan would be required to comply with all relevant sustainable design strategies stated or referenced in the Specific Plan. In addition, all development within the Buildout Area would be required to comply with the design regulations in the Zoning Ordinance that relate to scenic quality, including the objective design standards in Section 3.17.110 of the Zoning Ordinance with respect to multi-family development that are not inconsistent with the Specific Plan and Section 3.15 of the Zoning Ordinance related to signage design standards. Therefore, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality, and impacts would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not significantly degrade the existing visual character or quality of public views of the site and its surroundings. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Mitigation Measures: No mitigation is required.

Supporting Evidence: Please refer to pages 4.1-8 and 4.1-9 of the Draft EIR prepared for the proposed project.

Threshold 4.1.4: Create a New Source of Substantial Light or Glare: Less Than Significant Impact

Construction activities associated with the proposed project would occur primarily during daylight hours, and any temporary nighttime lighting would be limited to safety and security purposes. In addition, construction activities are not anticipated to result in flat, shiny surfaces that would reflect sunlight or cause other natural glare. Minor glare from sunlight on construction equipment and vehicle windshields is not anticipated to impact visibility in the area as the construction sites would be fenced and shielded from pedestrian and vehicular views. In addition, construction vehicles would not operate at night and thus would not create nighttime sources of glare. Therefore, construction would not create a substantial new source of light or glare, and impacts would be less than significant.

As development occurs within the Buildout Area, new housing and non-residential development would result in new sources of light and glare, including from new street and pedestrian lighting, individual lighting from new buildings, reflective building materials, such as glass, stainless steel, aluminum, and photovoltaic panels. In addition, the proposed project would increase vehicle trips to and from the Buildout Area that would incrementally increase ambient nighttime illumination in the area. However, all project lighting would be required to comply with applicable lighting standards in the City's Zoning Ordinance. As required by Section 3.11.060.A (Exterior Features) of the Zoning Ordinance, lighting fixtures shall be architecturally compatible with the character of the surrounding structure(s) and shall be energy efficient. Fixtures shall be appropriate in height, intensity, and scale to the use they are serving. In accordance with Section 3.11.060.B (Intensity), the level of parking lot light projected onto any ground or wall surface shall not be more than 5 footcandles at the base of the light fixture and building-mounted decorative lights shall not exceed 5 footcandles measured 5 feet from the light source. In accordance with Section 3.11.060.C (Security Lighting), security lighting shall provide a maximum of 3 footcandles at the ground level of the project entrances. Pursuant to Section 3.11.060.D (Shielding of Light Source), where a project light source is visible from outside the project boundary (other than public street lighting), the light source shall be shielded to reduce glare so that neither the light source nor its image from a reflective surface shall be directly visible from any point beyond the property line. As required by Section 3.14.050.C.4 (Required Improvements for Off-Street Parking Areas), the level of parking lot light shall not exceed 1 footcandle at the boundaries of the Buildout Area.

Section 4.6: Lighting, of the Specific Plan includes policies to minimize light impacts on surrounding uses: (1) encourage the use of low-contrast lighting, low-voltage fixtures and energy-efficient bulbs, such as compact fluorescent and light emitting diodes; (2) promote the use of lights with automated occupancy sensors in nonresidential buildings that automatically shut off when rooms are unoccupied; and (3) utilize solar-powered lights in landscaped areas for energy savings where possible.

In addition, all illuminated and neon signs associated with future development within the Buildout Area would be required to adhere to the development standards detailed in Section 3.15.110

(Standards for Specific Types of Signs) of the Zoning Ordinance. Section 3.15.110(A) states that the use of neon signs shall enhance the viewer's appreciation of the City's nighttime atmosphere and shall be primarily aesthetic and decorative with a utilitarian function only when used as signage. In addition, neon signage and linear tubing shall be UL listed with a maximum 20 amps per circuit and shall be designed to accommodate a dimmer in order to reduce the brightness of the neon. Neon linear tubing shall also not exceed one-half in width, shall reinforce the architecture of a structure, and shall be concealed from view when possible through the use of architectural features (e.g., parapets, cornices, etc.), and neon signs adjacent to residential uses shall be a maximum of one-half footcandle from the property line.

Therefore, although the proposed project would increase the overall intensity of on-site land uses and associated lighting within the Buildout Area, the increase in lighting would not result in substantial increases in light intensity at off-site locations through compliance with the applicable lighting standards in the Specific Plan and the Zoning Ordinance.

The proposed buildings would incorporate a variety of building materials, which would primarily be non-reflective materials (i.e., neutral colors and a variety of materials, such as tile, cement, plaster, and wood). Therefore, the proposed project would not have the potential to produce a substantial degree of glare.

Nighttime lighting and glare sources from the proposed project could also include lighting from interior and exterior building lighting, security lighting, parking lot lighting, and vehicle headlights. The nighttime glare produced by these sources would be similar to the existing nighttime glare produced by the surrounding commercial/retail, residential and hotel uses and would not result in enough glare to be considered substantial or affect nighttime view because lighting would be required to meet all applicable lighting standards in the Specific Plan and the Zoning Ordinance as discussed above.

For these reasons, the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the surrounding urban area, and impacts would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not add substantial new sources of light and glare. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Mitigation Measures: No mitigation is required.

Supporting Evidence: Please refer to pages 4.1-9 through 4.1-11 of the Draft EIR prepared for the proposed project.

4.2 AGRICULTURE AND FORESTRY RESOURCES

All Thresholds: No Impact

The proposed project would not result in any impacts related to agriculture and forestry resources as the Buildout Area does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, there are no lands within the City that are currently under a Williamson Act contract, and there is no forest or timberland present within the Buildout Area that could be lost from project implementation. Therefore, no impact on agriculture and forestry resources would occur.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not generate any impacts related to the conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance, nor would it conflict with existing zoning for agricultural or forest/timberland use or a Williamson Act contract. Lastly, the proposed project would not result in the conversion of any Farmland to non-agricultural use or forest land to non-forest use. No impact would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.2-7 through 4.2-9 of the Draft EIR prepared for the proposed project

4.3 AIR QUALITY

Threshold 4.3.4: Other Emissions, Such as Odors: Less Than Significant Impact

During construction of future development facilitated under the proposed project, some odors may be present due to diesel exhaust. However, these odors would be temporary and limited to the construction period. The proposed project would not include any activities or operations that would generate objectionable odors and once operational, development envisioned under the proposed project would not be a source of odors. Therefore, the proposed project would not result in other emissions (such as those leading to odors) affecting a substantial number of people. This impact would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not result in other emissions, including odors, that would adversely affect a substantial number of people. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to page 4.3-37 of the Draft EIR prepared for the proposed project.

4.4 BIOLOGICAL RESOURCES

Threshold 4.4.1: Substantial Adverse Effects on Special Status Species: Less Than Significant Impact

The Buildout Area is located within a highly urbanized and developed setting and does not contain or connect to contiguous native habitats, riparian corridors, or other sensitive natural communities. While the Buildout Area provides limited ecological value, structures and vegetation within the Buildout Area (e.g., ornamental trees, palms, and buildings) may provide suitable nesting habitat for common native and migratory bird species, as well as potential roosting habitat for bats. In addition, although no special-status wildlife species were observed during the field survey, and suitable habitat for such species is absent from the Buildout Area due to the high level of development, six special-status wildlife species (monarch butterfly; wintering sites (*Danaus plexippus plexippus*), Ferruginous hawk; wintering (*Buteo regalis*), Swainson's hawk; nesting (*Buteo swainsoni*), western mastiff bat (*Eumops perotis californicus*), western yellow bat (*Lasiurus xanthinus*), and pocketed free-tailed bat (*Nyctinomops femorosaccus*) have the potential to occur on or near the Buildout Area.

The Buildout Area provides low potentially suitable roosting habitat (Eucalyptus trees) for monarch butterfly, the wintering habitat is limited, and there are no known wintering roost locations in the Buildout Area. Therefore, implementation of the proposed project is not expected to result in significant impact on the monarch butterfly. In addition, the proposed project would be required to adhere to Regulatory Compliance Measures BIO-1 and BIO-2, which require preconstruction bat surveys prior to demolition of onsite structures or tree removal if these activities would occur during the bat maternity season (April 1 through August 31) and preconstruction nesting bird surveys and active nest avoidance buffers if potential bird nesting habitat is to be removed during the avian nesting season (January 1 through August 31). Adherence to these measures would ensure that the proposed project would not result in significant impacts on Ferruginous hawk, Swainson's hawk, western mastiff bat, western yellow bat, and pocketed free-tailed bat.

With implementation of Regulatory Compliance Measures BIO-1 and BIO-2, impacts on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS) would be less than significant. .

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not have a substantial adverse effect on any special-status species identified in applicable plans, policies, or regulations. Potential impacts would

be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Regulatory Compliance Measures: Regulatory Compliance Measures BIO-1 and BIO-2 would be applicable and implemented for the proposed project.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.4-32 through 4.4-37 of the Draft EIR prepared for the proposed project.

Threshold 4.4.2: Substantial Adverse Effects on Riparian Habitat or Other Sensitive Natural Community: No Impact

The nearest sensitive natural community to the Buildout Area is Southern Coastal Salt Marsh, which occurs near Alamitos Bay and in Anaheim Bay, within 5 miles of the Buildout Area. However, both of these occurrences are historical and are presumed extant. In addition, no salt marsh habitat exists within the Buildout Area. Therefore, there would be no impact on the Southern Coastal Salt Marsh, or any other sensitive natural community, with implementation of the proposed project.

The Buildout Area currently contains one existing drainage feature, one existing detention basin, and three existing artificial ponds. The single drainage feature is located on Lot 3 and originates from a culvert beneath the internal road just northwest of a parking lot. This drainage is an ephemeral, earthen bottom drainage created to carry stormwater. The detention basin is located on Lots 2 and 3 and is best described as a manmade basin created to capture flows. It appears to divert accumulated water into the adjacent drainage that terminates into an underground drain system. The three artificial ponds are on Lots 3, 4, 6, and 7 and are manmade and thus, hydrologically isolated. The ponds contain hydrophytic vegetation along portions of their shoreline, including species that could be considered wetland indicators. All of these aquatic features were constructed in previously graded or developed areas and do not represent natural stream channels, wetlands, or riparian systems. Their primary functions are aesthetic or related to stormwater conveyance and retention. Therefore, no riparian habitat is present within the Buildout Area. Therefore, no impacts to riparian habitat would result from project implementation.

Based on the information provided above, development of the proposed project would not impact any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified by the CDFW or USFWS. No impact would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.4-37 and 4.4-38 of the Draft EIR prepared for the proposed project.

Threshold 4.4.4: Substantial Interference with Wildlife Movement: Less Than Significant Impact

The Buildout Area is located within an urban, built-out portion of the City and is currently disturbed and developed with existing uses. Although the Buildout Area contains one drainage feature, one detention basin, and three artificial ponds with limited hydrophytic vegetation, these features are manmade and do not provide suitable habitat for native resident or migratory fish species. Additionally, native wildlife habitat is largely absent within the Buildout Area and surrounding vicinity and the development surrounding the Buildout Area and lack of ground cover and suitable foraging habitat make the site undesirable for many native wildlife species.

A total of 19 wildlife species were observed during the September 2024 field survey; however, these species are typical of urbanized areas in Orange County, and no special-status wildlife species were observed or are expected to occur due to the lack of suitable habitat. Furthermore, the Buildout Area does not function as a wildlife movement corridor, as it is surrounded by existing urban development and lacks connectivity to natural habitat areas.

Although no nesting birds or roosting bats were observed during the field survey, suitable nesting and roosting habitat may be present within existing structures and ornamental trees on-site and construction activities could result in temporary disturbance to nesting birds or roosting bats. However, compliance with Regulatory Compliance Measures BIO-1 and BIO-2, which require preconstruction nesting bird surveys, establishment of avoidance buffers for active nests, and preconstruction bat surveys where suitable habitat is present, would ensure that potential impacts to wildlife nursery sites are avoided or minimized. Therefore, the proposed project would not substantially interfere with wildlife movement, native resident or migratory species, or wildlife nursery sites, and impacts would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not interfere substantially with wildlife movement. Potential impacts are considered less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Regulatory Compliance Measures: Regulatory Compliance Measures BIO-1 and BIO-2 would be applicable and implemented for the proposed project.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.4-39 and 4.4-40 of the Draft EIR prepared for the proposed project.

Threshold 4.4.5: Conflict with Local Biological Protection Policies or Ordinances: Less Than Significant Impact

Construction of the proposed project would involve the removal of existing trees. However, all tree removal activities would be consistent with Section 3.9 of the Specific Plan, which supersedes the City's Landmark Tree Ordinance, as codified in Sections 17-17 through 17-27 of the City's Municipal Code, and details the tree replacement standards for development within the Buildout Area. Consistent with Specific Plan requirements, all proposed tree removal required for a future development project would be described in the site plan review application and all removed trees would be replaced with an equivalent number of specimen trees, subject to adjustment in accordance with Section 5.6.2 of the Specific Plan.

Therefore, adherence to the tree replacement standards set forth in the Specific Plan would ensure that the proposed project would comply with all applicable local policies and ordinances related to tree protection and would not result in conflicts with regulations protecting biological resources. Impacts would be less than significant, and no mitigation is required.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not conflict with any local policies or ordinances protecting biological resources. Potential impacts are considered less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to page 4.4-40 of the Draft EIR prepared for the proposed project.

Threshold 4.4.6: Conflict with Adopted Conservation Plan: No Impact

There is no adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other habitat conservation plan applicable to the City. The Orange County Transportation Authority's (OCTA) Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) includes a Plan Area that covers the entirety of Orange County, including the City. However, the City is not a party to the OCTA NCCP/HCP, and development within the City is not subject to its provisions. Therefore, the proposed project would not conflict with any local, regional, or State Habitat Conservation Plan. Therefore, the proposed project would result in no impacts related to conflicts with an HCP or NCCP, and no mitigation is required.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not conflict with the provisions of an adopted HCP, NCCP, or other conservation plan. No impact would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.4-40 and 4.4-41 of the Draft EIR prepared for the proposed project.

4.5 CULTURAL RESOURCES

Threshold 4.5.2: Substantial Adverse Change in the Significance of an Archaeological Resource: Less Than Significant Impact

The Buildout Area is currently developed and/or previously disturbed, and no known archaeological resources have been identified within the Buildout Area, as determined by the record search completed for the Cypress City Center Project, which included the Buildout Area. However, the buildout area is underlain by fill material over native alluvial soils, which may contain previously unknown archaeological resources. Future construction facilitated by the proposed project would include ground disturbing activities, including grading and excavation activities. Ground-disturbing activity into the native alluvial soils associated with project implementation has the potential to encounter previously unknown archaeological deposits or resources, resulting in a potential substantial adverse change in the significance of a unique archaeological resource, as defined in *State CEQA Guidelines* Section 15064.5. However, future development facilitated under the proposed project would be required to adhere to Regulatory Compliance Measure CUL-1, which details provisions in the event that unknown cultural resources are discovered during ground-disturbing construction activities, consistent with the California Code of Regulations (CCR) Section 15064.5(e) and State Health and Safety Code Section 7050.5. In the event that archaeological resources are encountered during construction activities, work shall cease within 5- feet of the find until a qualified archaeologist from the Orange County List of Qualified Archaeologists has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a “unique archaeological resource,” as defined in Section 21083.2(g) of the California Public Resources Code (PRC). With adherence to Regulatory Compliance Measure CUL-1, implementation of the proposed project would result in less than significant impacts related to archaeological resources.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not cause a substantial adverse change in the significance of an archaeological resource. Potential impacts would be less than significant.

Consequently, no mitigation measures are required for this less than significant impact determination.

Regulatory Compliance Measures: Regulatory Compliance Measure CUL-1 would be applicable and implemented for the proposed project.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.5-17 and 4.5-18 of the Draft EIR prepared for the proposed project.

Threshold 4.5.3: Disturbance of Human Remains: Less Than Significant Impact

The Buildout Area is currently developed and/or previously disturbed, and there are no known human remains located within the Buildout Area. However, future development would include ground disturbing activities, during which there is the potential to encounter previously unknown human remains. However, in the event that human remains are encountered during construction, these remains would be treated in accordance with Section 7050.5 of the California Health and Safety Code and PRC Section 5097.98, as detailed in Regulatory Compliance Measure CUL-2. Section 7050.5 of the California Health and Safety Code states that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance within 50 feet of the find or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the Coroner's authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC will identify an Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

In addition, the proposed project would be required to implement Mitigation Measures TCR-1 and TCR-4, which detail provisions for the treatment of Native American human remains and associated funerary objects, if encountered during project construction. However, it should be noted that while implementation of Mitigation Measures TCR-1 and TCR-4 would further reduce impacts related to the disturbance of human remains, implementation of these mitigation measures is not required to reduce potential impacts to less than significant, as impacts to human remains would be less than significant with adherence to the requirements of Section 7050.5 of the California Health and Safety Code and PRC Section 5097.98, as specified in Regulatory Compliance Measure CUL-2.

Future development facilitated by the proposed project would be required to comply with the appropriate procedures required under State law, as detailed in Regulatory Compliance Measure CUL-2, and the provisions detailed in Mitigation Measures TCR-3 and TCR-4 for the treatment of human remains in order to ensure that descendant communities have significant input in the treatment and final disposition of human remains, if encountered at the project site during future development activities. Therefore, implementation of the proposed project would result in less than significant impacts related to human remains.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not disturb any human remains, including those interred outside of dedicated cemeteries. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Regulatory Compliance Measures: Regulatory Compliance Measure CUL-2 would be applicable and implemented for the proposed project.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.5-19 and 4.5-20 of the Draft EIR prepared for the proposed project.

4.6 ENERGY

Threshold 4.6.1: Wasteful, Inefficient, or Unnecessary Consumption of Energy: Less Than Significant Impact

Project construction and operation would have a negligible effect on local and regional energy supplies. Therefore, electrical and natural gas demand associated with project construction and operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Furthermore, impacts related to energy use during construction would be temporary and relatively small in comparison to Orange County's overall use of the State's available energy resources. The proposed project would also be constructed using energy efficient modern building materials and construction practices, and would use new modern appliances and equipment, in accordance with the Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608). Future development would also be designed to meet sustainability goals, including the California Green Building Standards Code (CALGreen Code) and Title 24 energy efficiency requirements. Therefore, the proposed project's impacts related to wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.6-11 through 4.6-16 of the Draft EIR prepared for the proposed project.

Threshold 4.6.2: Conflict with or Obstruct State or Local Energy Plans: Less Than Significant Impact

California's energy conservation planning actions are conducted at a regional level, and the proposed project's total impact on regional energy supplies would be minor. Therefore, the proposed project would not conflict with or obstruct California's energy conservation plans as described in the California Energy Commission's (CEC) Integrated Energy Policy Report. In addition, buildout of the proposed project introduces new housing consistent with planned regional housing growth included in the Southern California Association of Governments' (SCAG) Regional Housing Needs Assessment (RHNA) Allocation. Due to the fact that the proposed project would accommodate planned regional housing growth included in the SCAG RHNA, the proposed project would not conflict with SCAG's regional strategies outlined in Connect SoCal 2024.

Additionally, the proposed project would be constructed using energy efficient modern building materials and construction practices, and would use new modern appliances and equipment, in accordance with the Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608). Future development would also be designed to meet sustainability goals, including the CALGreen Code and Title 24 energy efficiency requirements. Further, as discussed above, the proposed project would not result in the inefficient, wasteful, and unnecessary consumption of energy. Therefore, impacts related to conflict with or obstruction of a State or local plan for renewable energy or energy efficiency would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not conflict or obstruct a state or local plan for renewable energy or energy efficiency. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.6-17 through 4.6-18 the Draft EIR prepared for the proposed project.

4.7 GEOLOGY AND SOILS

Threshold 4.7.1(i): Substantial Adverse Effects Related to Earthquake Fault Rupture: No Impact

According to the California Geological Survey and the United States Geological Survey (USGS) Quaternary Faults Map, there are no active faults or Alquist-Priolo Fault Zones within the Buildout

Area or the city. The nearest fault, the Newport-Inglewood Fault System, is located approximately 4.8 miles southwest of the Buildout Area, and the Whittier-Elsinore Fault System is located approximately 11.6 miles east of the Buildout Area. Because the Buildout Area is not located within an Alquist-Priolo Fault Hazard Zone and there are no known active or potentially active faults within the city, future development of the land uses allowed under the Specific Plan would not expose people or structures to substantial adverse effects involving the rupture of a known earthquake fault as delineated in the most recent Alquist-Priolo Fault Zone Map. Accordingly, the proposed project would have no impact related to this threshold.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known Alquist-Priolo Earthquake Fault. No impact would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.7-10 through 4.7-11 of the Draft EIR prepared for the proposed project.

Threshold 4.7.1(ii): Substantial Adverse Effects Related to Strong Seismic Ground Shaking: Less Than Significant Impact

The Buildout Area is located in the highly seismically active Southern California region within the influence of several fault systems. The degree of seismic ground shaking would depend on factors such as fault location, distance from the Buildout Area, the soil conditions, the depth to groundwater, and earthquake magnitude. However, future development within the Buildout Area facilitated by the proposed project would be required to adhere to Regulatory Compliance Measure GEO-1, which requires that new development within the Buildout Area comply with the seismic design criteria of the 2022 California Building Standards Code requirements that aim to prevent building collapse and reduce the impacts of seismic ground shaking. Adherence to these requirements would reduce injury and loss of life and building damage after an earthquake. Therefore, with the implementation of Regulatory Compliance Measure GEO-1, impacts related to seismic ground shaking would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Regulatory Compliance Measure: Regulatory Compliance Measure GEO-1 would be applicable and implemented for the proposed project.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to page 4.7-11 of the Draft EIR prepared for the proposed project.

Threshold 4.7.1(iv): Substantial Adverse Effects Related to Landslides: No Impact

According to the City's General Plan Safety Element, landslides have not been recorded within the City boundaries and are not anticipated based on the lack of any significant topographic features. Further, according to the California Geological Survey's (CGS) Landslide Inventory, there are no recorded landslides within the vicinity of the Buildout Area. Both the Buildout Area and surrounding properties are flat with no unusual geographic features. Therefore, neither the Buildout Area nor the surrounding area have the potential for impacts related to landslides.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving landslides. No impact would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to page 4.7-12 of the Draft EIR prepared for the proposed project.

Threshold 4.7.2: Substantial Soil Erosion or Loss of Topsoil: Less Than Significant Impact

Any future development at the Buildout Area associated with the proposed project that disturbs more than one acre of soil would be required to comply with Regulatory Compliance Measure HYD-1, which requires preparation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would include Erosion Control and Sediment Control Best Management Practices (BMPs) to be implemented during construction activities such as site clearing, excavation, grading, and filling, which have the potential to increase soil erosion and siltation. If construction of a future project would disturb less than one acre of soil, those projects would be required to comply with Section 4.106 of the CALGreen Code, which requires implementation of BMPs to prevent flooding, minimize erosion, and retain sediment on site. With incorporation of construction BMPs as required by Regulatory Compliance Measure HYD-1 or the CALGreen Code, short-term impacts related to soil erosion and siltation during construction would be less than significant.

Implementation of the proposed project would increase impervious surfaces within the Buildout Area by approximately 10 percent compared to existing conditions. This increase could result in higher volumes and velocities of stormwater runoff, which may contribute to on-site, off-site, or downstream erosion or loss of topsoil. However, future development facilitated by the proposed

project would be required to comply with Regulatory Compliance Measure HYD-3, which mandates that stormwater runoff be captured in detention basins and/or proprietary flow-based biofiltration systems prior to discharge into the storm drain system. These features would detain, filter, and treat runoff prior to discharge into the surrounding storm drain system, thereby substantially reducing the potential for erosion and protecting downstream water quality.

In addition, only one drainage management area in the Buildout Area drains through the Walker Street Storm Drain to a portion of the Bolsa Chica Channel that is not concrete lined and more susceptible to erosion. However, compliance with Regulatory Compliance Measure HYD-3 would ensure that drainage design incorporates measures to reduce changes in natural flow conditions and minimize the potential for erosion in downstream receiving waters. Therefore, with implementation of Regulatory Compliance Measures HYD-1 and HYD-3, impacts related to soil erosion, loss of topsoil, and siltation during both construction and operation would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not result in substantial soil erosion or the loss of topsoil. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Regulatory Compliance Measures: Regulatory Compliance Measures HYD-1 and HYD-3 would be applicable and implemented for the proposed project.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.7-12 and 4.7-13 of the Draft EIR prepared for the proposed project.

Threshold 4.7.4: Located on Expansive Soils Creating Substantial Risks to Life and Property: No Impact

According to the City's General Plan Program EIR, Geologic and Seismic Hazards chapter, all soil types within the City are suitable for urban development. Of the known soil types within the City, none are expansive. Therefore, there is low potential for risks to life or property as a result of the future development within the Buildout Area being located on expansive soil, and the proposed project would have no impact related to expansive soils.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not be located on expansive soil and would create a direct or indirect risk to life or property. No impact would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.7-14 and 4.7-15 of the Draft EIR prepared for the proposed project.

Threshold 4.7.5: Septic Tanks and Alternative Wastewater Disposal Systems: No Impact

Future development within the Buildout Area would be served by the City and the Orange County Sanitation District. The proposed project includes the installation of wastewater infrastructure identified in the Specific Plan to serve the future development allowed under the Specific Plan, including two new sewer connections to existing main sewer lines. Future development within the Buildout Area would not include the development of or use of any septic tanks or alternative wastewater disposal systems, as all wastewater generation would be served by the City's existing sewer system. Therefore, the proposed project would not have any impacts related to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not require the use of septic tanks or alternative wastewater disposal systems. No impact would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to page 4.7-15 of the EIR prepared for the proposed project.

4.8 GREENHOUSE GAS EMISSIONS

Impacts related to greenhouse gas (GHG) emissions were identified as potentially significant. Refer to Section 5.0 of this document for a discussion of potential impacts related to GHG with implementation of the proposed project.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Threshold 4.9.1: Significant Hazards Through the Routine Transport, Use, or Disposal of Hazardous Materials: Less Than Significant Impact

During demolition, excavation, on-site grading, and building construction, hazardous materials such as fuels and oils associated with construction equipment, as well as paints, solvents, cement products containing strong basic or acidic chemicals could be routinely used in the Buildout Area throughout construction. These materials are commonly used at construction sites, and the quantities present would be limited to what is required to operate construction equipment. Construction activities would also be required to comply with applicable State and federal

regulations for the proper transport, use, storage, and disposal of hazardous materials and hazardous waste.

The temporary transport, use, storage, or disposal of fuels, lubricants, paints, and other hazardous materials related to construction would not pose a significant hazard to the public or the environment unless the materials were accidentally spilled or released into the environment. The potential for the release of hazardous materials during project construction is low, and even if a release were to occur, it would not result in a significant hazard to the public, surrounding land uses, or the environment due to the small quantities of these materials associated with construction vehicles. In addition, the proposed project would be required to comply with existing hazardous materials regulations, including California Code of Regulations (CCR) Title 8, General Industrial Safety Orders. Workers at hazardous waste sites (or workers who may be exposed to hazardous wastes that might be encountered during excavation of contaminated soils) would also receive specialized training and medical supervision according to the Hazardous Waste Operations and Emergency Response regulations.

The transport, use, storage, or disposal of hazardous materials during construction would also be regulated by the Orange County Fire Authority (OCFA) and the California Occupational Safety and Health Administration (Cal/OSHA). Additionally, the United States Department of Transportation (USDOT) Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials by truck and rail on State highways and rail lines, as described in CFR Title 49 and implemented by CCR Title 13. Worker health and safety is also regulated at the federal level by the United States Department of Labor OSHA. Further, the routine transport, use, and disposal of hazardous materials within the Buildout Area during construction activities would be required to comply with a project Health and Safety Plan (HASP) prepared in accordance with CCR Title 8, which would reduce potential health hazards for construction workers from the routine transport, use, or disposal of hazardous materials. Overall, construction activities would comply with applicable regulations, as outlined above, including requiring hazardous materials carriers to register with the DTSC as required by the USDOT, which regulates the transport of hazardous materials and waste in connection with construction activities. In addition, Regulatory Compliance Measures HYD-1 through HYD-3 would ensure compliance with waste discharge permit requirements to avoid potential impacts to water quality due to spills or runoff from hazardous materials used during construction. Therefore, impacts related to the routine transport, use, or disposal of hazardous materials during construction would be less than significant.

The proposed project would allow for residential and supporting non-residential development within the Buildout Area. Operation of residential uses typically do not present a hazard associated with the accidental release of hazardous substances because they do not involve the use, storage, or transport of large volumes of hazardous materials. Hazardous substances associated with residential are typically limited in both amount and use, such that they can be contained without impacting the environment. In addition, the proposed non-residential uses would include commercial space pursuant to the Specific Plan that is intended to provide retail and other service-oriented uses. These types of non-residential uses would use minimal amounts of hazardous materials during operations that would be similar to those used by residential uses (i.e., cleaning products, pesticides/herbicides/fertilizers associated with landscaping), and therefore are also unlikely to

present a hazard associated with the accidental release of hazardous substances into the environment.

Long-term operations activities typical of the residential and non-residential uses envisioned under the proposed project involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, fertilizers, and pesticides. For example, maintenance activities related to landscaping include the use of fertilizers and light equipment (e.g., lawn mowers and edgers) that may require fuel. As stated previously, these types of activities do not involve the use of a large or substantial amount of hazardous materials. Further, such materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. In addition, operation of future residential and non-residential development associated with the proposed project would not store, transport, generate, or dispose of large quantities of hazardous substances. Therefore, potential impacts from the routine transport, use, or disposal of hazardous materials resulting from operation of the proposed project would be less than significant, and no mitigation would be required.

Future development applications within the Buildout Area would be required to comply with all applicable regulations and standards related to the proper transport, use, storage, and disposal of hazardous materials and hazardous waste. Additionally, future developments would be reviewed by the OCFA for hazardous materials and would be required to comply with waste discharge permit requirements to avoid potential impacts to water quality due to spills or runoff from hazardous materials used during construction. Moreover, any future development projects requiring discretionary actions would be subject to environmental review, in accordance with the provisions of CEQA and the *State CEQA Guidelines.*

Therefore, implementation of the proposed project would result in less than significant impacts related to the routine transport, use, or disposal of hazardous materials.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Regulatory Compliance Measures: Regulatory Compliance Measures HYD-1 through HYD-3 would be applicable and implemented for the proposed project.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.9-10 through 4.9-13 of the Draft EIR prepared for the proposed project.

Threshold 4.9.3: Significant Hazardous Emissions or Handling Hazardous or Acutely Hazardous Materials, Substances, or Waste Within One-Quarter Mile of an Existing or Proposed School: Less Than Significant Impact

The proposed project would not create a significant hazard to the public or the environment due to hazardous materials with compliance with federal, State, and local regulations for the management of hazardous materials. In addition, the proposed residential and non-residential uses within the Buildout Area would not present a hazard associated with the accidental release of hazardous substances into the environment as these uses are not anticipated to use, store, dispose or transport large volumes of hazardous materials. Hazardous substances associated with these uses are typically limited in both amount and use such that they can be contained without impacting the environment. Therefore, implementation of the proposed project would not result in hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. The proposed project's impacts would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.9-14 through 4.9-15 of the Draft EIR prepared for the proposed project.

Threshold 4.9.5: Airport-Related Safety Hazards for People Residing or Working in the Project Area: Less Than Significant Impact

The Buildout Area is located approximately 0.3 mile north of Joint Forces Training Base (JFTB) Los Alamitos. According to the Orange County Airport Land Use Commission's (ALUC) 2017 Airport Environs Land Use Plan (AELUP) for JFTB Los Alamitos, the Buildout Area is located in the Federal Aviation Administration's (FAA) Part 77 Notification Area (Exhibit D1) and the AELUP height restriction zone for JFTB Los Alamitos (Exhibit D2).Height limitations are imposed on projects within a height restriction zone so that structures or trees (1) do not obstruct the airspace required for takeoff, flight, or landing of aircraft at an airport, or (2) are not otherwise hazardous to the landing or taking off of aircraft. On July 18, 2024, the ALUC found the Specific Plan consistent with the AELUP for JFTB Los Alamitos.

Implementation of the proposed project would not result in a safety hazard or excessive noise for people residing or working in the Buildout Area because any future development within the Buildout Area would be required to comply with all appropriate FAA standards and requirements, including

Regulatory Compliance Measure HAZ-1, which requires that the FAA be notified of any proposed structure(s) that would penetrate the 100 to 1 imaginary surface that surrounds the runway at JFTB Los Alamitos. The FAA would then be responsible for reviewing the height of the proposed structures and determining whether they pose a potential aviation hazard. With adherence to the regulatory standards provided in Regulatory Compliance Measure HAZ-1, the proposed project would result in less than significant impacts related to the Buildout Area's proximity to a public airport or public use airport.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that while located within an airport land use plan, the proposed project would not result in a safety hazard for people residing or working in the vicinity of the Buildout Area. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Regulatory Compliance Measure: Regulatory Compliance Measure HAZ-1 would be applicable and implemented for the proposed project.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.9-16 and 4.9-17 of the Draft EIR prepared for the proposed project.

Threshold 4.9.6: Impairment or Interference with an Emergency Response Plan or Emergency Evacuation Plan: No Impact

According to the City's General Plan Safety Element, evacuation routes within the City include Ball Road, a west-to-east arterial, and Valley View Street, a north-to-south arterial. Although the proposed project would include future development within the Buildout Area, the Buildout Area is not located along either of the emergency evacuation routes identified above.

Future development projects within the Buildout Area would be required to conform with the adopted emergency response or evacuation plan established by the City, including the evacuation orders issued by the City Police Chief during emergency evacuations. Therefore, the proposed project would not impair implementation of or physically interfere with emergency operations and evacuations, and there would be no impact on emergency response.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No impact would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to page 4.9-17 of the Draft EIR prepared for the proposed project.

Threshold 4.9.7: Significant Risk of Loss, Injury or Death Involving Wildland Fires: No Impact

According to the California Department of Forestry and Fire Protection's (CAL FIRE) Very High Fire Hazard Severity Zone Maps for the Orange County region, there are no portions of the City in a very high fire hazard severity zone (VHFHSZ). In addition, future developments under the proposed project would be required to conform with applicable City standards and criteria, including consistency with the City's General Plan goals and policies and the City's Building Code, including general fire safety provisions consistent with the California Fire Code such as automatic, on-site fire protection systems, and maintenance of certain vegetation that poses a fire hazard risk. Therefore, there would be no risk of loss, injury, or death involving wildland fires. No impact would occur.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not expose people or structures to significant risk of loss, injury, or death involving wildland fires. No impact would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.9-17 and 4.9-18 of the Draft EIR prepared for the proposed project.

4.10 HYDROLOGY AND WATER QUALITY

Thresholds 4.10.1, 4.10.6, 4.10.11, 4.10.12, 4.10.18: Violation of Water Quality Standards or Waste Discharge Requirements, Substantial Water Quality Degradation, Pollutant Discharge Increases, and Significant Alteration of Receiving Water Quality: Less Than Significant Impact

Future development facilitated by the proposed project would generally be required to comply with applicable construction permits and regulations associated with water quality, as detailed in Regulatory Compliance Measures HYD-1 through HYD-3. Construction activities associated with development within the Buildout Area could temporarily increase erosion and sedimentation due to soil disturbance, as well as introduce pollutants such as sediments, trash, petroleum products, concrete waste, and chemicals into stormwater runoff. Any future development at the Buildout Area associated with the proposed project that disturbs more than one acre of soil would be required to comply with Regulatory Compliance Measure HYD-1, which requires preparation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would include construction BMPs to be implemented during construction activities. If construction of a future project would disturb less than one acre of soil, those projects would be required to comply with Section 4.106 of the CALGreen Code, which requires implementation of BMPs to prevent flooding, minimize erosion, and

retain sediment on site. Compliance with the requirements of the Construction General Permit or Section 4.106 of the CALGreen Code, including incorporation of construction BMPs, would ensure that construction impacts related to waste discharge requirements, water quality standards, degradation of water quality, increased pollutant discharge, and alteration of receiving water quality would be less than significant.

Groundwater within the Buildout Area is relatively shallow, ranging from approximately 5 to 12.5 feet below ground surface, and construction activities, including excavation for removal of the three artificial lakes would require dewatering. Groundwater and water from the three artificial lakes may contain high levels of total dissolved solids, nitrate, salinity, or other constituents, or high or low pH levels that could be introduced to surface waters when dewatered water is discharged to receiving waters. However, Regulatory Compliance Measure HYD-2 would require that dewatering activities would be conducted in accordance with the Construction Dewatering Permit, including testing and treatment of groundwater prior to discharge to ensure that water quality standards are not violated. As a result, dewatering activities would not introduce pollutants to receiving waters at levels that would violate water quality standards or waste discharge requirements, degrade water quality, increase pollutant discharge, or alter the quality of the receiving water.

Operation of future development would increase impervious surface areas within the Buildout Area and introduce new sources of urban runoff pollutants, including suspended solids, nutrients, heavy metals, pathogens, pesticides, oil and grease, and trash. However, as specified in Regulatory Compliance Measure HYD-3, future development projects would be required to comply with the Orange County MS4 Permit, Orange County Drainage Area Management Plan (DAMP), and the City's Local Implementation Plan (LIP), including preparation of a project-specific Water Quality Management Plan (WQMP). The WQMP would identify and require implementation of Source Control, Low Impact Development (LID), and treatment control BMPs designed to capture, treat, and reduce pollutants in stormwater runoff prior to discharge to receiving waters. These measures would include both structural and non-structural BMPs, such as site design features, biotreatment systems, and operational practices to minimize pollutant discharge.

The Preliminary WQMP (PWQMP) prepared for the proposed project specifies the Source Control and LID BMPs proposed for the project (no Treatment Control BMPs are proposed). The BMPs specified in the PWQMP would be implemented and maintained, as specified in Regulatory Compliance Measure HYD-3. As provided in the PWQMP, the proposed LID BMPs include biotreatment BMPs, including either detention basins and/or proprietary flow-based biofiltration systems (depending on the design considerations of the final buildout condition), to capture and treat stormwater runoff before discharging stormwater to the surrounding storm drain system. The proposed BMPs would target and reduce pollutants of concern from runoff from the Buildout Area in compliance with the Orange County MS4 Permit requirements, Orange County DAMP, and City of Cypress LIP. Compliance with these requirements, including incorporation of operational BMPs to target pollutants of concern (as specified in Regulatory Compliance Measure HYD-3), would ensure that water quality impacts, degradation of water quality, increased pollutant discharge, and alteration of receiving water quality during project operation would be less than significant.

Furthermore, future development projects facilitated by the proposed project would be evaluated for site-specific impacts relating to hydrology and water quality and would include appropriate

mitigation (as necessary) to address impacts related to violation of water quality standards or waste discharge requirements or degradation of water quality. Therefore, implementation of the proposed project would result in a less than significant impact related to the violation of water quality standards or waste discharge requirements, degradation of water quality, increase pollutant discharges, or alter receiving water quality

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not violate water quality standards or waste discharge requirements, degrade water quality, increase pollutant discharges, or alter receiving water quality. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Regulatory Compliance Measure: Regulatory Compliance Measures HYD-1 through HYD-3 would be applicable and implemented for the proposed project.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.10-23 through 4.10-27 of the Draft EIR prepared for the proposed project.

Threshold 4.10.2: Substantial Depletion of Groundwater Supplies, Adverse Impacts on Groundwater Quality, and Interference with Groundwater Recharge: Less Than Significant Impact

During construction, temporary dewatering could be required during excavation activities due to the shallow groundwater present within the Buildout Area. However, groundwater dewatering would be localized, short-term, and minimal, and the volume of groundwater removed would not be substantial when compared to the total amount of groundwater stored in the Coastal Plain of the Orange County Groundwater Basin, which has a surface area of 350 square miles and a storage capacity of 38,000,000 acre-feet. Groundwater and water from the three artificial lakes may contain high levels of total dissolved solids, nitrate, salinity, or other constituents, or high or low pH levels that could be introduced to surface waters when dewatered water is discharged to receiving waters. However, Regulatory Compliance Measure HYD-2 would require that dewatering activities would be conducted in accordance with the Construction Dewatering Permit, including testing and treatment of groundwater prior to discharge to ensure that water quality standards are not violated. As a result, dewatering activities would not result in significant impacts on groundwater quality.

In addition, according to the Geotechnical Investigation, the predominate soil type within the Buildout Area is classified as Hydrologic Soil Group C. Group C soils have slow infiltration rates when thoroughly wetted and have a slow rate of water transmission. Therefore, construction activities would not substantially deplete groundwater supplies or interfere with groundwater recharge in a manner that may impede sustainable groundwater management. Impacts would be less than significant.

Implementation of the proposed project would increase impervious surface coverage within the Buildout Area compared to existing conditions, which would decrease on-site infiltration. However, because underlying soils already exhibit low infiltration capacity, the proposed project is not expected to substantially alter groundwater recharge compared to existing conditions. The proposed project would also not involve direct groundwater extraction. The Golden State Water Company (GSWC) West Orange would supply water to the proposed project. According to the Water Supply Assessment (WSA) prepared for the proposed project, GSWC West Orange's water supply sources include groundwater pumped from the Orange County Groundwater Basin, treated imported water, a small amount of purchased water from the City of Seal Beach through an intertie, and recycled water from the City of Cerritos. As discussed in the WSA prepared for the proposed project, GSWC West Orange's primary sources of supply would provide sufficient water supply for GSWC West Orange's projected water demand, including the proposed project, under all conditions, over the next 20 years. Increased water use during operation of the proposed project would also not substantially affect groundwater supplies because the groundwater basin has been sustainably managed by the Orange County Water District (OCWD) over the last 10 years and will continue to be sustainably managed. In addition, OCWD and GSWC West Orange coordinate in order to ensure that groundwater extracted for municipal water supplies would not substantially deplete groundwater supplies. Therefore, operation of the proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge in a manner that may impede sustainable groundwater management. Impacts would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not deplete groundwater supplies, create an adverse impact on groundwater quality, or interference with groundwater recharge. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.10-27 through 4.10-28 of the Draft EIR prepared for the proposed project.

Thresholds 4.10.3, 4.10.13: Substantial Alteration of Existing Drainage Patterns; Downstream Erosion or Siltation; On- or Off-Site Flooding; Exceed the Capacity of Stormwater Drainage Systems; Additional Sources of Polluted Runoff, and Increase Surface Runoff Flow Rate or Volume: Less Than Significant Impact

During project construction activities, soil would be exposed and disturbed, drainage patterns would be temporarily altered during grading and other construction activities, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As discussed above, as construction of future development associated with the proposed project is anticipated to disturb greater than 1 acre of soil, future development projects would be subject to the

requirements of the Construction General Permit, which requires preparation of a SWPPP (Regulatory Compliance Measure HYD-1). The SWPPP which would detail Erosion Control and Sediment Control BMPs to be implemented during project construction to minimize erosion and retain sediment on site. However, as the specific design and sequencing of future development projects cannot be determined at this time, future projects may disturb less than 1 acre of soils and the Construction General Permit would not be applicable. If construction of future development associated with the proposed project would disturb less than 1 acre of soil and are not a part of a larger common plan, those projects would be required to comply with Section 4.106 of the CALGreen Code (Regulatory Compliance Measure HYD-1). Section 4.106 of the CALGreen Code requires implementation of BMPs to prevent flooding and erosion and to retain sediment on site. Therefore, compliance with the requirements of the Construction General Permit or Section 4.106 of the CALGreen Code, including incorporation of construction BMPs, would ensure that construction impacts related to on-site, off-site, or downstream erosion or siltation would be less than significant.

Project construction would not alter the course of a stream or river because there are no rivers and streams in the Buildout Area. Therefore, impacts related to substantial erosion or siltation due to alterations to existing course of stream or rivers would be less than significant, and no mitigation is required.

According to the WQMP prepared for the proposed project, all 18 Drainage Management Areas (DMAs) discharge to channels that are not susceptible to hydromodification. Therefore, no hydrologic conditions of concern (HCOC) are present for these DMAs, and construction of the proposed project would not result in hydromodification impacts to downstream receiving waters, including increased erosion downstream. Impacts would be less than significant, and no mitigation is required.

Implementation of the proposed project would increase the amount of impervious surface area by 11 percent within the Buildout Area from approximately 78.02 acres 92.39 acres (70 percent). The approximately 92.39 acres of the Buildout Area that would be impervious would not be susceptible to on-site erosion or siltation because no soil would be included in these areas. The remaining 40.29 acres would consist of pervious surface area, which would contain landscaping that would minimize on-site erosion and siltation by stabilizing the soil. Therefore, on-site erosion and siltation impacts would be minimal.

The Drainage Report also included off-site hydrology analysis for the drainage facilities that the Buildout Area would discharge to. Under existing conditions, the 25-year storm event peak flow rate for the Cerritos Avenue Storm Drain is approximately 202 cubic feet per second (cfs), at the intersection of Bloomfield Avenue and Cerritos Avenue. Analysis of the hydrology results indicated that the proposed project would not have any impacts on the Cerritos Avenue Storm Drain, as the proposed project's discharge would be less than the existing condition, and it would only occur once the 100-year high confidence peak flows have passed at the discharge location. This reduction is due to the proposed detention basin that would collect, detain, and treat stormwater before discharging stormwater to the Cerritos Avenue Storm Drain. This detention basin is currently proposed to discharge at a rate of 17 cfs, but only upon the subsidence of flows in the Cerritos Avenue Storm Drain. The proposed project is allowed to discharge directly to the Katella Avenue Storm Drain at a rate of approximately 32.84 cfs, which would significantly improve the existing storm drain system

hydraulics and reduce current deficiencies within the system. Therefore, the proposed project would not have any adverse effects on the downstream receiving waters.

Lastly, under existing conditions, the 25-year high confidence storm event peak flow rate for the Lexington Drive Storm Drain is approximately 76.84 cfs. The Drainage Report indicated that the allowed discharge to the Lexington Drive Storm Drain is 11.33 cfs and that, due to the extensive on-site mitigation from proposed detention basins, the proposed project would not cause adverse effects to the hydraulic conditions of this facility or downstream facilities.

Overall, stormwater runoff would be collected, detained, and treated in the proposed detention basins and/or proprietary flow-based biofiltration systems, which would capture and treat stormwater runoff before discharging stormwater to the surrounding storm drain system (Regulatory Compliance Measure HYD-3). The proposed detention basins and proprietary flow-based biofiltration systems would not be susceptible to erosion or siltation and implementation of the proposed detention basins would ensure that the proposed project would not result in increased off-site erosion or siltation. Additionally, according to the PWQMP and as discussed above, all 18 DMAs discharge to channels that are not susceptible to hydromodification. Therefore, no HCOCs are present for these DMAs and the proposed project would not result in hydromodification impacts to downstream receiving waters, including increased downstream erosion or siltation impacts.

In addition, operation of the proposed project would not alter the course of a stream or river because there are no rivers and streams in the Buildout Area. Therefore, impacts related to substantial erosion or siltation due to alterations to existing course of stream or rivers would be less than significant, and no mitigation is required. For these reasons, operational impacts related to substantial on-site, off-site, or downstream erosion or siltation would be less than significant, and no mitigation is required.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not increase runoff, downstream erosion, or siltation; exceed the capacity of stormwater drainage systems; or result in hydromodification impacts. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Regulatory Compliance Measure: Regulatory Compliance Measure HYD-3 would be applicable and implemented for the proposed project.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.10-28 through 4.10-31 of the Draft EIR prepared for the proposed project.

Threshold 4.10.7: Development of Housing or Structures within a 100-Year Flood Hazard Area: No Impact

The Buildout Area is not located within a 100-year floodplain. According to Federal Emergency Management Agency (FEMA) Federal Insurance Rate Map (FIRM) No. 06059C0116J (December 3, 2009), the Buildout Area is located within Zone X, which comprises areas of 0.2 percent annual chance flood (500-year flood). As the Buildout Area is not located within a 100-year floodplain, the proposed project would not place housing or structures within a 100-year flood hazard area. No impact, during either construction or operation of the proposed project, would occur.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not place structures or housing within a 100-year flood hazard area. No impact would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to page 4.10-43 of the Draft EIR prepared for the proposed project.

Threshold 4.10.9: Significant Risk of Loss, Injury or Death Involving Flooding, Including Flooding as a Result of the Failure of a Levee or Dam: Less Than Significant Impact

The Buildout Area is not located within the inundation zone of a levee; however, it is within the inundation zone of Prado Dam. The functionality of Prado Dam, which was originally designed in the 1930s, was enhanced by Seven Oaks Dam, which was completed in 1999 and is approximately 40 miles upstream on the Santa Ana River. During a flood, Seven Oaks Dam stores water destined for Prado Dam for as long as the reservoir pool at Prado Dam is rising. When the flood threat at Prado Dam has passed, Seven Oaks Dam begins to release its stored flood water at a rate that does not exceed the downstream channel capacity. Working in tandem, the Prado and Seven Oaks Dams provide increased flood protection to Orange County.

Prado Dam is maintained and inspected to ensure its integrity and to ensure that risks are minimized. The USACE Dam Safety Program re-rated the dam to be a high urgency (Dam Safety Action Classification [DSAC] Rating II) and was scheduled to undergo modification to the existing spillway in 2021 to address safety concerns. In addition, construction of the Santa Ana River Mainstem Project was initiated in 1989, and is scheduled for completion in 2025. The Santa Ana River Mainstem Project will increase levels of flood protection to more than 3.35 million people in Orange, San Bernardino, and Riverside Counties. Improvements to 23 miles of the Lower Santa Ana River channel, from Prado Dam to the Pacific Ocean, are 95 percent complete, with the remaining bank protection improvements in Yorba Linda currently under construction. Improvements to the Santa Ana River channel include construction of new levees and dikes. In addition, the Santa Ana River Mainstem Project includes improvements to Prado Dam that are currently underway and are

estimated to be completed in 2025. The Prado Dam embankment has been raised, and the outlet works have been reconstructed to convey additional discharges. Remaining improvements to Prado Dam include acquisition of additional land for the expansion of the Prado Reservoir, construction of protective dikes, and raising of the spillway.

Although the proposed project would facilitate the construction of new structures in a dam inundation zone, the proposed project would not increase the chance of inundation from failure of Prado Dam. Additionally, the potential for dam failure is remote and the City's emergency evacuation plans would be implemented if the dam were susceptible to rupture during heavy rain or other events. Therefore, proposed project impacts related to the exposure of people and structures to significant risk associated with flooding as a result of dam failure would be less than significant, and no mitigation is required.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.10-43 through 4.10-44 of the Draft EIR prepared for the proposed project.

Threshold 4.10.10: Inundation by Seiche, Tsunami, or Mudflow: No Impact

The Buildout Area is relatively flat and not at risk of mudflow. The Buildout Area is also not located in an area mapped by the California Emergency Management Agency as being potentially inundated by a tsunami. Seiches are waves that are created in an enclosed body of water such as a bay, lake, or harbor and go up and down or oscillate and do not progress forward like standard ocean waves. There are no enclosed bodies of water within 3 miles of the Buildout Area. Due to the distance from the nearest enclosed body of water to the Buildout Area, the Buildout Area is not in a seiche hazard zone. Therefore, no impact from inundation by seiche, tsunami, or mudflow would occur.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not subject people or structures to inundation by seiche, tsunami, or mudflow. No impact would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to page 4.10-44 of the Draft EIR prepared for the proposed project.

Threshold 4.10.14: Increase Impervious Surface Area: Less Than Significant Impact

According to the PWQMP prepared for the proposed project, implementation of the proposed project would increase the amount of impervious surface area within the Buildout Area by 11 percent, from approximately 78.02 acres (59 percent) to approximately 92.39 acres (70 percent), which would increase stormwater runoff within the Buildout Area. However, the proposed project would include an on-site stormwater system and detention facilities in order to control the increase in runoff within the Buildout Area such that no flooding, on- or off-site, would occur and the capacity of the downstream stormwater facilities would not be exceeded. Therefore, impacts would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not result in increased impervious surfaces and associated increased runoff. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.10-44 through 4.10-45 of the Draft EIR prepared for the proposed project.

Threshold 4.10.16: Increase in Pollutants for which the Receiving Waterbody is Already Impaired as Listed on the Clean Water Act (CWA) Section 303(d) List: Less Than Significant Impact

According to the PWQMP, receiving waters for the Buildout Area include the Cerritos Avenue Storm Channel, the Katella Avenue Storm Channel, the Los Alamitos Channel, the Bolsa Chica Channel, the San Gabriel River (Reach 1), the San Gabriel River Estuary, San Pedro Bay (near/off-shore zones), Huntington Harbor, Anaheim Bay, and Alamitos Bay. According to the most recent USEPA approved 302(d) list (2024), the Bolsa Chica Channel is impaired for ammonia, indicator bacteria, and pH, Huntington Harbor is impaired for chlordane, copper, indicator bacteria, lead, PCBs, and toxicity, and Anaheim Bay is impaired for nickel, PCBs, and toxicity. The most recent USEPA approved 203(d) list (2024) does not list any impairments for San Gabriel River (Reach 1), Alamitos Bay, and San Pedro Bay (near/offshore zones).

Construction of the proposed project has the potential to introduce pollutants to the storm drain system from erosion, siltation, and accidental spills. During construction activities, excavated soil would be exposed and there would be an increased potential for soil erosion and sediment to reach downstream receiving waters, which could result in decreases in dissolved oxygen levels. Chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste

may be spilled or leaked during construction. Therefore, construction has the potential to contribute to the temperature and pH impairments. Leaks from grading and earthmoving equipment are sources of chemicals, liquid products, and petroleum products if the equipment leaks and could contribute to the metals (nickel and copper) and pH impairments in downstream receiving waters. If concrete-related wastes are spilled or leaked, they could affect the pH of downstream receiving waters. Temporary or portable sanitary facilities provided for construction workers could be a source of sanitary waste and contribute to downstream indicator bacteria impairments. However, sanitary waste generated from temporary or portable sanitary facilities would be disposed of in compliance with all applicable regulations. Project construction would not involve use of dioxin, which was banned in the United States in 1979. Therefore, construction of the proposed project would not contribute to the dioxin impairment.

As required by Regulatory Compliance Measure HYD-1, the proposed project would be required to comply with the requirements of the Construction General Permit as construction of future development facilitated by the proposed project is anticipated to disturb greater than 1 acre of soil. However, as the specific design and sequencing of future development projects cannot be determined at this time, future projects may disturb less than 1 acre of soil and the Construction General Permit would not be applicable. If construction of future development associated with the proposed project would disturb less than 1 acre of soil and is not a part of a larger common plan, those projects would be required to comply with Section 4.106 of the CALGreen Code during construction. As specified in Regulatory Compliance Measure HYD-1, compliance with the Construction General Permit requires preparation of a SWPPP to identify construction BMPs to be implemented during project construction to reduce impacts to water quality and compliance with Section 4.106 of the CALGreen Code requires implementation of BMPs to prevent flooding and erosion and to retain sediment on site. Construction BMPs would include, but not be limited to, Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site, as well as Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. In addition, during construction period groundwater dewatering, Regulatory Compliance Measure HYD-2 would ensure that pollutants are not introduced to receiving waters and that water quality standards and waste discharge requirements are met. Therefore, compliance with all applicable federal, state, and local regulations including Regulatory Compliance Measures HYD-1 and HYD-2, potential construction impacts related to an increase in pollutants for which the receiving waterbody is already impaired as listed on the CWA Section 303(d) list would be less than significant, and no mitigation is required.

During operation, expected pollutants of concern include suspended solids, nutrients, heavy metals, pathogens, pesticides, oil and grease, toxic organic compounds, and trash and debris. Pets utilizing the landscaped areas would be a potential source of pathogens (e.g., fecal matter) which could contribute to the indicator bacteria and dissolved oxygen impairment. Vehicles operating within the Buildout Area could be a source of heavy metals (nickel and copper) if not properly maintained. Proper maintenance would minimize the potential for leaks or spills of oils, fuels, and other contaminants. Therefore, while there is the potential for operational pollutants to contribute to the indicator bacteria, nickel, copper, pH, and temperature impairments in receiving waters, project operation would not involve the use of dioxin. All activities would be conducted in accordance with

applicable federal, state, and local regulations and the operations would not contribute to the pollutant impairment.

As specified in Regulatory Compliance Measure HYD-3, operational water quality BMPs would be implemented and maintained during operation to target and reduce pollutants in stormwater runoff from the Buildout Area prior to discharge to receiving waters. The Source Control and LID BMPs specified in the PWQMP would target and reduce pollutants in stormwater runoff from the Buildout Area, including those contributing to downstream water quality impairments. Therefore, compliance with Regulatory Compliance Measure HYD-3, potential operational impacts related to an increase in pollutants for which the receiving waterbody is already impaired as listed on the CWA Section 303(d) list would be less than significant, and no mitigation is required.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not result in increased pollutants within an impaired water body as listed on the Clean Water Act Section 303(d) list. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Regulatory Compliance Measures: Regulatory Compliance Measures HYD-1 through HYD-3 would be applicable and implemented for the proposed project.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.10-45 through 4.10-46 of the Draft EIR prepared for the proposed project.

Threshold 4.10.18: Potentially Significant Environmental Impacts on Surface Water Quality to Either Marine, Fresh, or Wetland Waters: Less Than Significant Impact

According to the Orange County MS4 Permit, Environmentally Sensitive Areas are areas such as those designated as Areas of Special Biological Significance (ASBS) or waterbodies listed on the CWA Section 303(d) list of impaired waters. The Buildout Area is not tributary to an ASBS. The proposed project's compliance with Regulatory Compliance Measures HYD-1, HYD-2, and HYD-3 would ensure that it would not result in an increase in pollutants for which the receiving waterbody is already impaired as listed on the CWA Section 303(d) list. Therefore, the proposed project would not exacerbate already existing sensitive conditions in receiving waters listed on the CWA Section 303(d) list of impaired waters. Impacts would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not exacerbate sensitive conditions within environmentally sensitive areas or have a potentially significant environmental impact on surface water quality to either marine, fresh, or wetland waters. No impacts would occur. Consequently, no mitigation measures are required for this no impact determination.

Regulatory Compliance Measures: Regulatory Compliance Measures -1 through HYD-3 would be applicable and implemented for the proposed project.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to page 4.10-47 of the Draft EIR prepared for the proposed project.

Threshold 4.10.22: Significant Environmental Effects Related to the Operation of New or Retrofitted Stormwater Treatment Control Best Management Practices: Less Than Significant Impact

The proposed project would include implementation of operational BMPs to reduce impacts related to hydrology and water quality. Stormwater treatment in the Buildout Area would be provided using proprietary flow-based biofiltration systems. Alternatively, proposed detention basins may treat stormwater before discharging into the City's surrounding storm drain infrastructure, depending on the final site plan design. These BMPs would not result in additional impacts not already evaluated throughout the Draft EIR. These BMPs would be designed and routinely inspected and maintained to reduce impacts related to vectors and odors. Therefore, impacts related to BMPs would be less than significant.

Furthermore, future development facilitated by the proposed project would be required to demonstrate that new or retrofitted stormwater treatment BMPs would not cause significant environmental impacts occur. Future development projects would also be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA. Additionally, a project-specific WQMP would be required that details operational BMP maintenance and inspection plans which would minimize potential odors and vectors. Therefore, impacts related to BMPs would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not include new or retrofitted stormwater treatment control BMPs, the operation of which could result in significant environmental effects. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.10-48 through 4.10-49 of the Draft EIR prepared for the proposed project.

4.11 LAND USE AND PLANNING

Threshold 4.11.1: Physical Division of an Established Community: Less Than Significant Impact

The Buildout Area is within an urbanized area and is currently surrounded by a variety of land uses, including commercial, office, business park, retail, park, residential, religious facilities, and mixed-use land uses. Future development under the proposed project within the Buildout Area would not physically divide an established community and would improve existing connectivity in the area with the extension of Moody Street and Vessels Circle. Further, the neighboring residential communities would not be separated by the proposed road extensions or proposed buildout of the proposed project. Project implementation would implement the vision of the Specific Plan. The proposed project would not introduce an inconsistency with the existing uses in the surrounding area and would be consistent with all General Plan and zoning designations. Therefore, impacts related to the physical division of an established community would be less than significant. In addition, future development applications contemplated within the Buildout Area would also be required to comply with all applicable regulations and standards related to land use and planning. Any future development or redevelopment projects requiring discretionary actions would also be subject to environmental review, in accordance with the provisions of CEQA and the *State CEQA Guidelines.*

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not physically divide an established community. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.11-8 through 4.11-11 of the Draft EIR prepared for the proposed project.

Threshold 4.11.2: Significant Environmental Impact Due to Conflicts with Land Use Plans, Policies, or Regulations Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect: Less Than Significant Impact

A project's inconsistency with a plan or policy is considered significant only if the conflict would result in a substantial physical environmental impact (per *State CEQA Guidelines* Section 15382).

The proposed project would be consistent with applicable Connect SoCal goals, including Connect SoCal's goals to develop, connect and sustain communities that are livable and thriving and to create a healthy region for the people of today and tomorrow, by providing additional housing opportunities within locations near amenities and already used by the public for commercial,

recreational, and/or professional uses. In addition, the proposed project would support the development, connection, and sustainability of communities that are living and thriving by providing necessary housing. The proposed project would deliver a range of residential uses, from single-family to high-density housing. This diversity of housing types would offer options to accommodate varying household needs within the community. Buildout of the proposed project would include commercial uses, would improve circulation from the adjacent roadways and surrounding areas to the north and south, and would provide access to parks.

The Buildout Area is designated as Specific Plan on the General Plan Land Use Map. The City has determined, through Measure S, that the Specific Plan is consistent with all elements of the General Plan, including Land Use, Circulation, Conservation/Open Space/Recreation, Noise, Housing, Safety, Growth Management, and Air Quality. Therefore, the proposed project's updates to the General Plan would ensure consistency between the project and all applicable General Plan goals and policies.

In addition, the Specific Plan is the regulatory plan that provides the land use designations and zoning for the Buildout Area. The project as proposed is the reasonably foreseeable buildout of the Specific Plan and no amendments to the Specific Plan are required for implementation. Therefore, the proposed project is consistent with the Specific Plan and City's Zoning Ordinance. In addition, as provided above, the City (through Measure S) determined that the Specific Plan is consistent with all eight elements of the General Plan, as required by Government Code Section 65450.

Therefore, because the proposed project does not include any proposed amendments or modifications to the adopted Specific Plan and because proposed project is the reasonably foreseeable buildout of the Specific Plan in the Buildout Area, the proposed project would not introduce inconsistencies in the applicable City land use and planning policies. Therefore, the proposed project would result in less than significant impacts related to potential conflicts with applicable land use plans, policies, and regulations.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not 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. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.11-11 through 4.11-25 of the Draft EIR prepared for the proposed project.

4.12 MINERAL RESOURCES

Thresholds 4.12.1, 4.12.2: Loss of Availability of Known Mineral Resources or a Locally Important Mineral Resource Recovery Site: No Impact

There are no known mineral resources within or in the vicinity of the Buildout Area, and there are no other known mineral deposits or resources within the city that are of significant value to the region or the State. Therefore, implementation of the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the State. Therefore, no impacts on mineral resources would occur.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not result in the loss of availability of a known mineral resources that would a value to the region or the residents of the state or result in the loss of availability of a local important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impact would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.12-4 through 4.12-5 of the Draft EIR prepared for the proposed project.

4.13 NOISE

Threshold 4.13.1: Substantial Temporary or Permanent Increase in Ambient Noise Levels: Less Than Significant Impact

Implementation of the proposed project would introduce temporary and permanent sources of noise within the Buildout Area, including demolition, grading, construction activities, increased traffic, and ongoing operational uses.

Two types of short-term noise impacts could occur during construction within the Buildout Area: (1) construction traffic, and (2) construction equipment. Because construction-related vehicle trips would not approach existing daily traffic volumes on nearby roads, any increase in traffic noise would be less than 3 A-weighted decibels (dBA) and therefore would not be perceptible. It should also be noted that removal of the existing improvements associated with the Los Alamitos Race Course would result in cessation of race track operations during demolition and subsequent construction activities. With the track no longer operating, the existing traffic generated by patrons, employees, vendors, and event-related activities would be substantially reduced or eliminated. As such, construction-related vehicle trips would, in part, replace rather than add to existing operational traffic volumes, thereby offsetting potential roadway noise increases. Accordingly, short-term construction-related noise impacts associated with worker commutes and equipment transport to the Buildout Area would be less than significant.

Construction would occur incrementally and in phases as individual development components are implemented and occupied. Accordingly, construction equipment-related noise would be intermittent and localized to active work areas, rather than occurring simultaneously across the entire site. In addition, construction activities would comply with the City of Cypress Noise Ordinance, as specified in Regulatory Compliance Measure NOI-1, which expressly permits construction during specified daytime hours. Construction would occur outside of the nighttime hours and only occur during the permitted construction hours from 7:00 a.m. to 8:00 p.m. on weekdays and 9:00 a.m. to 8:00 p.m. on Saturdays. Construction would not be permitted outside of these hours or on Sundays or federal holidays. The City's construction-hour restrictions were established to minimize disruption to nearby sensitive receptors by prohibiting construction activities during nighttime and other low-ambient-noise periods when residents are more likely to be sleeping or otherwise sensitive to noise. Compliance with these established time limitations would ensure that construction noise occurs only during periods deemed acceptable by the City to avoid substantial disturbance to surrounding residential and other noise-sensitive land uses. There is potential that during certain construction activities, like mat foundation pours or utility installation, work may need to occur on a 24-hour rotation. In those situations, a temporary use permit may be obtained from the City's Community Development Director. The application would have to detail why compliance with standard construction hours cannot be achieved and the duration of the scheduled event. The City requires at least 10 days to process a request for a temporary use permit.

Construction activities within the Buildout Area would generate temporary increases in noise levels at nearby sensitive receptors, including residential uses and other noise-sensitive land uses. Short-term exposure to elevated construction noise may result in temporary annoyance, speech interference, or sleep disturbance if occurring during early morning or nighttime hours. However, health guidance indicates that long-term adverse health effects—such as cardiovascular outcomes, chronic stress responses, or hearing impairment—are generally associated with prolonged, chronic exposure at elevated noise levels, rather than intermittent and temporary construction noise. The World Health Organization has concluded that adverse health effects are primarily linked to sustained environmental noise exposure over extended periods, particularly nighttime exposure affecting sleep. Similarly, the USEPA identifies much higher continuous exposure levels (e.g., long-term average levels approaching or exceeding 85 dBA) as associated with measurable health risks. Because construction activities would be temporary, phased, and restricted to daytime hours in accordance with City standards, and because receptors would not be exposed to sustained high noise levels over long durations, the potential for long-term adverse health impacts would be minimal.

Although construction noise levels would temporarily exceed existing ambient noise levels in the vicinity of the Buildout Area, such increases would be short term and limited to the duration of active construction. Project construction would be conducted in accordance with the City of Cypress Noise Ordinance, including compliance with permitted construction hours and operational requirements designed to protect nearby sensitive receptors. Because construction activities would comply with the City's established regulatory framework, construction-related noise impacts would be temporary and would not result in a substantial adverse effect.

Long-term noise impacts would be associated with increases in traffic and on-site operational activities. While implementation of the proposed project would increase traffic volumes on surrounding roadways, associated increases in noise levels would not be substantial and would remain below thresholds of perceptibility. Specifically, the results of the noise analysis indicate that the increase in noise associated with project-related traffic, comparing existing without project traffic volumes to existing plus project traffic volumes, would be up to 0.3 dBA Community Noise Equivalent Level (CNEL) along the analyzed road segments. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Because project-related traffic would not result in a perceptible increase (i.e., 3 dBA or greater) in ambient roadway noise levels, off-site traffic noise impacts would be less than significant.

Operational noise sources would include on-site stationary equipment such as heating, ventilation, and air conditioning (HVAC) systems, as well as commercial activities including loading, unloading, and parking lot use. Emergency generators would operate only during routine testing or power outages and would not constitute continuous noise sources. In addition, once final architectural plans and mechanical equipment specifications are available for each future project, preparation of a project-specific acoustical analysis would be required to confirm compliance with the City's exterior and interior noise standards related to land use compatibility, as established in City of Cypress Municipal Code Article VII (Noise Control), Sections 13-68, which set forth allowable noise limits by noise zone and authorize the City to require noise measurements or acoustical studies to verify compliance with applicable standards prior to or following project occupancy. Further, Regulatory Compliance Measure NOI-2 would require mechanical equipment, including air conditioning units in residential and non-residential zoning districts, be enclosed within a structure or completely screened from view from surrounding properties by the use of a fence or wall consistent with Section 3.11.100(b) of the City of Cypress Municipal Code. As the proposed project would meet the City's noise standards, impacts would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Regulatory Compliance Measures: Regulatory Compliance Measures NOI-1 and NOI-2 would be applicable and implemented for the proposed project

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.13-16 through 4.13-22 of the Draft EIR prepared for the proposed project.

Threshold 4.13.2: Excessive Ground-borne Vibration or Ground-borne Noise Levels: Less Than Significant Impact

Construction of the proposed project could result in the generation of ground-borne vibration. The greatest levels of vibration are anticipated to occur during the foundation preparation phase. All other phases are expected to result in lower vibration levels. During the foundation preparation phase, the equipment with the highest vibration generation potential is the large bulldozer, which would generate 0.089 peak particle velocity (PPV) inches per second (in/sec) at 25 feet. The closest surrounding buildings to the Buildout Area construction boundary include existing residential buildings located approximately 10 feet west of the edge of Lot 13 and south of Lot 3. Assuming heavy construction equipment would not operate within 5 feet of existing property line walls, at a distance of approximately 15 feet from typical construction activities, vibration levels would approach 0.191 in/sec PPV and would be below the Federal Transit Administration (FTA) criteria of 0.2 in/sec PPV, that applies to non-engineered timber and masonry buildings and therefore impacts would be less than significant, including at the closest surrounding buildings which would be at least 15 feet from construction activities.

In addition to potential building damage considerations, construction-generated ground-borne vibration may result in human annoyance at nearby vibration-sensitive receptors. During the foundation preparation phase for future development within the Buildout Area, the large bulldozer represents the equipment with the highest vibration generation potential. At a distance of 165 feet from the center of construction activities to the nearest sensitive receptor, vibration levels are expected to approach 62 vibration velocity decibels (VdB) and would not exceed the annoyance thresholds. Because the FTA criteria are based on the root mean square vibration level (Lv), expressed in VdB, vibration levels would need to exceed the applicable residential thresholds to result in a potentially significant impact related to human annoyance. As discussed above, the maximum predicted vibration level of 62 VdB is well below the applicable daytime and nighttime thresholds (78 VdB during daytime hours and 72 VdB during nighttime hours); therefore, no significant vibration impact related to human annoyance would occur.

Given the anticipated uses in the Buildout Area, project-related traffic would be the only source of potential vibration impacts to surrounding uses during operation. With respect to potential ground-borne vibration from existing roadway conditions, the roadways surrounding the Buildout Area, including Katella Avenue, Cerritos Avenue, and the existing site driveways, are paved and maintained in generally smooth condition and are therefore unlikely to generate substantial vibration. Typical on-road vehicles, including passenger cars, trucks, and buses, operate on rubber tires and utilize suspension systems that dampen roadway irregularities, making it uncommon for standard vehicular traffic on paved roadways to result in perceptible ground-borne vibration or vibration-related noise at off-site receptors. Therefore, vibration generated by project-related traffic on the adjacent roadways would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not generate excessive ground-borne vibration or ground-borne noise levels. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.13-22 through 4.13-25 of the Draft EIR prepared for the proposed project.

Threshold 4.13.3: Excessive Noise Levels Due to Proximity to an Airport: Less Than Significant Impact

The closest airport to the Buildout Area is JFTB Los Alamitos, located approximately 0.6 mile south of the Buildout Area. The Buildout Area is within the 60 A-weighted decibel community noise equivalent level (dBA CNEL), but outside of the 65 dBA CNEL noise contour for JFTB Los Alamitos. Therefore, although the Buildout Area is located within Noise Impact Zone 2 (moderate noise impact), it is outside of Noise Impact Zone 1 (high noise impact) defined by the Airport Environs Land Use Plan. Given that the proposed project does not contain outdoor sensitive receptors and the City defined levels between 60 and 65 dBA CNEL as conditionally acceptable with the incorporation of an HVAC system allowing a windows-closed condition and standard building construction, the noise impacts related to airport noise would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not expose people residing or working in the project area to excessive noise levels due to proximity to an airport. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to page 4.13-26 of the Draft EIR prepared for the proposed project.

4.14 POPULATION AND HOUSING

Threshold 4.14.1: Substantial Unplanned Population Growth: Less Than Significant Impact

Implementation of the proposed project would result in a net population increase of approximately 5,516 persons at full buildout associated with the development of up to 1,791 residential units. The City's housing need allocation for the planning period between 2021 and 2029 is 3,936 units, as identified in the Southern California Association of Governments (SCAG) 6th Cycle Regional Housing Needs Assessment (RHNA). The Housing Element and Specific Plan allow for a total of 1,926

residential units, including the 135 units already developed by Melia Homes as part of the Belmont residential project on the 7-acre Melia Property. The remaining capacity under the Specific Plan allows for the development of up to 1,791 additional residential units within the Buildout Area. Accordingly, the proposed project would not result in unplanned growth and the projected population increase associated with the proposed project falls within this anticipated regional and local growth.

The proposed project includes the construction of roads, water and wastewater infrastructure, power lines and other utilities, as envisioned in the Specific Plan. The Buildout Area is in an urbanized setting with a full range of public services and would utilize existing public utilities infrastructure. The proposed project would include the extension of Moody Street from Cerritos Avenue to Katella Avenue, as well as the extension of Vessels Circle from its current western terminus to intersect with the Moody Street extension, consistent with the Specific Plan. The proposed project also includes, consistent with the Specific Plan, the widening of Lexington Drive within Lot B in Vesting Tentative Tract Map (VTTM) 19247 and seven access driveways, including one at Lexington Drive and two each at Cerritos Avenue, Moody Street, and Vessels Circle. These proposed extensions would provide access to the proposed development within the Buildout Area and surroundings.

Although the proposed project would facilitate the development of new housing in the City, the new housing would not induce substantial unplanned population growth, as the City has already planned for the reasonably foreseeable development of housing within the Buildout Area as a way of meeting the Housing Element and City's RHNA obligations. In addition, the proposed project is consistent with planned regional housing growth and planned population growth of the City as evaluated in the SCAG RHNA and Housing Element. Therefore, the proposed project would not cause indirect substantial unplanned population growth through the extension of roads and other infrastructure. Impacts associated with unplanned population growth, directly or indirectly, would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not induce substantial unplanned population growth in the area, either directly or indirectly. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.14-8 and 4.14-9 of the Draft EIR prepared for the proposed project.

Threshold 4.14.2: Displacement of People or Housing Resulting in Need for Replacement Housing: No Impact

There are no residential uses currently located in the Buildout Area that would be subject to demolition or require the removal or relocation of existing residents. In addition, as discussed above, the proposed project would be consistent with the housing allocation needs specified by the SCAG RHNA and Housing Element. Therefore, the proposed project would result in no impact related to the displacement of people or housing necessitating the construction of replacement housing elsewhere.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to page 4.14-9 of the Draft EIR prepared for the proposed project.

4.15 PUBLIC SERVICES

Threshold 4.15.1(i): Fire Protection Services: Less Than Significant Impact

Buildout of the proposed project would result in an increase of approximately 5,516 residents, which would result in a corresponding increase in demand for fire protection services.

Construction activities associated with the proposed project, including roadway improvements such as the extension of Moody Street and Vessels Circle, have the potential to temporarily affect fire protection services, including emergency vehicle response times, by temporarily requiring partial lane closures, reducing roadway capacity, or increasing congestion. However, the construction contractor of future development projects would be required to implement a Transportation Construction Plan (TCP) that complies with applicable engineering standards outlined in the *California Manual of Uniform Traffic Control Devices*, ensuring that construction activities which may temporarily restrict vehicular traffic would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. As such, construction-related impacts to fire protection services and emergency response times would not be substantially affected.

With implementation of the proposed project and the associated increase in population at the Buildout Area, the firefighter-to-resident ratio could decrease from approximately 5.86–5.94 firefighters per 10,000 residents to approximately 5.29 per 10,000 residents, which may necessitate the addition of approximately four firefighters to maintain existing service levels. However, OCFA has a history of adjusting staffing levels to meet demand, and the Buildout Area is located in close

proximity (approximately 75 feet) to Fire Station No. 17, which supports the ability to meet OCFA's response time goals of 8 minutes for fire response and 5 minutes for paramedic response at least 90 percent of the time.

Further, OCFA has not identified the need for new fire stations or expanded facilities to serve the Buildout Area. If OCFA determines that such facilities are required in the future, they: (1) would occur where allowed under the designated land use; (2) would be located on parcels that are infill opportunities on lots that are likely between 0.5 and one acre in size; and (3) would very likely qualify for a Categorical Exemption under *State CEQA Guidelines* Section 15301 or 15332 and, if not, a Negative Declaration or a Mitigated Negative Declaration, and, therefore would not be expected to result in significant impacts.

In addition, any future development implemented pursuant to the proposed project would be required to comply with all applicable OCFA requirements, including the provision of adequate fire flow, hydrant spacing, and emergency access. In addition, future projects would be subject to City review and approval, including verification during the development review process that adequate fire protection services can be provided, and would also be required to coordinate with OCFA to determine and pay any applicable development impact fees necessary to offset potential impacts to staffing and service capacity, as specified in Regulatory Compliance Measure PS-1. Therefore, impacts related to fire protection services, including the need for new or expanded facilities, would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not generate substantial impacts relating to fire protection services. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Regulatory Compliance Measure: Regulatory Compliance Measure PS-1 would be applicable and implemented for the proposed project.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.15-13 through 4.15-14 of the Draft EIR prepared for the proposed project.

Threshold 4.15.1(ii): Police Protection Services: Less Than Significant Impact

Implementation of the proposed project would result in a net increase of approximately 5,516 residents, which could generate additional calls for law enforcement services. However, such demand would be consistent with the types of service calls typically handled by the Cypress Police Department (CPD) for similar residential and mixed-use developments. Additionally, the Buildout Area is located within an urbanized setting already served by CPD.

As discussed above, the construction contractor would be required to implement a TCP in accordance with the *California Manual of Uniform Traffic Control Devices* to ensure that construction activities which may temporarily restrict vehicular traffic would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Therefore, potential impacts related to emergency access during construction of the proposed project would not be impeded and response times would not be substantially affected.

With the addition of approximately 5,516 residents associated with the proposed project, the CPD's officer-to-resident ratio would decrease to approximately 1.00 officer per 1,000 residents if staffing levels remain unchanged. While the increase in population may warrant the addition of approximately five to six officers to maintain current service ratios and response time goals, CPD has indicated that it anticipates being able to serve the proposed project using existing resources in the short term while continuing to monitor staffing needs as development occurs. CPD has also not identified the need for new or expanded police facilities to serve the Buildout Area. If additional facilities are required in the future, such facilities: (1) would occur where allowed under the designated land use; (2) would be located on parcels that are infill opportunities on lots that are likely between 0.5 and one acre in size; and (3) would very likely qualify for a Categorical Exemption under *State CEQA Guidelines* Section 15301 or 15332 and, if not, a Negative Declaration or a Mitigated Negative Declaration, and, therefore would not be expected to result in significant impacts.

The proposed project would also incorporate Crime Prevention Through Environmental Design (CPTED) principles, including adequate lighting, access control, natural surveillance, and security features, and would coordinate with CPD during the site design phase. Future development projects would be required to comply with all applicable City standards, including the General Plan and Zoning Code, and any future development or redevelopment projects requiring discretionary actions would be subject to environmental review pursuant to CEQA. In addition, development impact fees would be collected, as appropriate, to support public services, including police protection. Therefore, impacts to police protection services, including the need for new or expanded facilities, would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not generate substantial impacts relating to police protection services. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.15-14 through 4.15-16 of the Draft EIR prepared for the proposed project.

Threshold 4.15.1(iii) Schools: Less Than Significant Impact

Implementation of the proposed project is estimated to result in approximately 237 elementary school students within the Cypress School District (CSD), 235 middle and high school students within the Anaheim Union High School District (AUHSD), and approximately 288 students within the Los Alamitos Unified School District (LAUSD) (including 206 elementary and 82 middle/high school students). This increase in student population would incrementally increase demand for school facilities within the affected districts; however, such growth is consistent with regional population projections and housing development anticipated under the SCAG RHNA and the City's Housing Element.

The CSD currently operates below its facility capacity. The addition of 237 elementary students associated with the proposed project would represent an increase of approximately 7.0 percent in enrollment but would remain within the district's available capacity of approximately 1,081 available seats.

The addition of approximately 235 middle and high school students within the AUHSD would represent an increase of approximately 0.84 percent. According to the AUHSD Facilities Master Plan Update, the district is experiencing a projected decline in enrollment of approximately 3,200 students through the 2025–2026 school year. As such, the district is expected to have sufficient capacity to accommodate students generated by the proposed project.

The addition of approximately 288 students within in the LAUSD would represent an estimated 3.2 percent increase in enrollment; however, given the district's declining enrollment trends, sufficient capacity is expected to be available to serve these students.

In addition, future development associated the proposed project would be required to pay applicable school facility development fees in accordance with California Education Code Section 17620(a)(1) and Government Code Section 65995, as specified in Regulatory Compliance Measure PS-2. These fees are intended to offset impacts to school facilities associated with new development and, pursuant to the provisions of Government Code Section 65996, a project's impact on school facilities is fully mitigated through payment of the requisite school facility development fees current at the time a building permit is issued. Therefore, with payment of the required fees, as outlined in Regulatory Compliance Measure PS-2, potential impacts to school services and facilities associated with implementation of the proposed project would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not generate substantial impacts relating to school facilities. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Regulatory Compliance Measure: Regulatory Compliance Measure PS-2 would be applicable and implemented for the proposed project.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.15-16 through 4.15-20 of the Draft EIR prepared for the proposed project.

Threshold 4.15.1(iv): Parks: Less Than Significant Impact

The estimated increase in population associated with the proposed project would be expected to increase the use of existing parks and recreational facilities within the City. Currently, the City provides approximately 93.9 acres of parkland, which equates to approximately 1.92 acres per 1,000 residents—below the City's General Plan goal of 4.5 acres per 1,000 residents. With project implementation, this ratio would decrease to approximately 1.73 acres per 1,000 residents without additional parkland improvements.

However, the proposed project includes the provision of park and recreational space consistent with the Specific Plan. As established in the Specific Plan, 18.2 acres of land shall be set aside exclusively for two public parks within the Public Park District. This area was considered to be large enough to provide passive and active recreational uses. An additional 2 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. Lexington Park, which is approximately 9 acres and is located outside the Buildout Area has already been developed adjacent to Lots 1 and 2 of Vesting Tentative Tract Map (VTTM) 19247, and counts toward the 20-acre park requirement included in the Specific Plan. The proposed project would include approximately 11 acres of land on which park and recreational uses would be developed. The specific amenities and improvements that would be developed in the Specific Plan's Public Park District and the additional 2 acres of public park space would be determined in connection with future development projects as they are proposed within the Buildout Area. The proposed project would also include additional open space areas as an amenity for future residents. The amount of open space, improvements, and amenities in the final buildout is not known or defined at this programmatic stage of the proposed project but would be consistent with requirements in the Specific Plan.

With the dedication of approximately 11 acres of parkland within the Buildout Area, the City's parkland-to-resident ratio would improve to approximately 1.93 acres per 1,000 residents. While this would not meet the City's goal of 4.5 acres per 1,000 residents, it would represent a slight improvement over existing conditions. Furthermore, consistent with Article VI and in Regulatory Compliance Measure PS-3, future applicants within the Buildout Area would be required to dedicate land, pay applicable park fees, obtain private open space credits, or a combination thereof. Therefore, although the proposed project would increase demand for park and recreational facilities, development on onsite parks and recreation space and compliance with Regulatory Compliance Measure PS-3, would ensure that impacts to parks and recreation facilities would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not generate substantial impacts on parks. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Regulatory Compliance Measure: Regulatory Compliance Measure PS-3 would be applicable and implemented for the proposed project.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.15-20 through 4.15-21 of the Draft EIR prepared for the proposed project.

Threshold 4.15.1(v): Other Public Facilities: Less Than Significant Impact

The estimated population increase associated with buildout of the proposed project could increase demand for library services at the Cypress Branch Library, located within the Cypress Civic Center at 5331 Orange Avenue, approximately 1 mile north of the Buildout Area. Based on County service standards of 0.2 square feet of library space per capita and 1.5 books per capita, the Cypress Branch Library has sufficient capacity to accommodate a population of 75,000 and enough books to serve 58,667 residents. Therefore, the library has adequate space and resources to serve the additional population growth associated with the proposed project. For these reasons, the proposed project would not require the construction of new or physically altered library facilities, and impacts on library services would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not generate substantial impacts to other public facilities. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to page 4.15-22 of Draft EIR prepared for the proposed project.

4.16 RECREATION

Threshold 4.16.1: Increase Use and Cause Physical Deterioration of Parks and Other Recreation Facilities: Less Than Significant Impact

Implementation of the proposed project would result in approximately 5,516 new residents within the Buildout Area. Currently, the City has approximately 93.9 acres of parkland for its 48,782 residents, providing about 1.92 acres per 1,000 residents, which falls short of the City's parkland objective. With the addition of 5,516 residents, the parkland ratio would be 1.73 acres per 1,000 residents prior to construction of any recreational resources proposed by the project.

However, the proposed project includes the provision of park and recreational space consistent with the Specific Plan. As established in the Specific Plan, 18.2 acres of land shall be set aside exclusively for two public parks within the Public Park District. This area was considered to be large enough to provide passive and active recreational uses. An additional 2 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. Lexington Park, which is approximately 9 acres and is located outside the Buildout Area has already been developed adjacent to Lots 1 and 2 of Vesting Tentative Tract Map (VTTM) 19247, and counts toward the 20-acre park requirement included in the Specific Plan. The proposed project would include approximately 11 acres of land on which park and recreational uses would be developed. The specific amenities and improvements that would be developed in the Specific Plan's Public Park District and the additional 2 acres of public park space would be determined in connection with future development projects as they are proposed within the Buildout Area. The proposed project would also include additional open space areas as an amenity for future residents. The amount of open space, improvements, and amenities in the final buildout is not known or defined at this programmatic stage of the proposed project but would be consistent with requirements in the Specific Plan. With the dedication of approximately 11 acres of parkland, the City's parkland-to-resident ratio would be approximately 1.93 acres per 1,000 residents. While this would not meet the City's goal of 4.5 acres per 1,000 residents, it would represent a slight improvement over existing conditions. Furthermore, consistent with Article VI and in Regulatory Compliance Measure PS-3, future applicants within the Buildout Area would be required to dedicate land, pay applicable park fees, obtain private open space credits, or a combination thereof.

Therefore, impacts to parks and recreational facilities would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not increase the use of existing neighborhood and regional parks or other recreation facilities such that substantial physical deterioration of the facility would occur or be accelerated. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Regulatory Compliance Measure: Regulatory Compliance Measure PS-3 would be applicable and implemented for the proposed project.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.16-6 and 4.16-7 of the Draft EIR prepared for the proposed project.

Threshold 4.15.2: Construction or Expansion of Recreational Facilities Resulting in an Adverse Physical Effect: Less Than Significant Impact

The proposed project would include approximately 11 acres of land on which park and recreational uses would be developed. The specific amenities and improvements that would be developed in the 9 acres of Public Park District and the additional 2 acres of public park space would be determined in connection with future development projects as they are proposed within the Buildout Area. Future individual development projects implemented within the Buildout Area pursuant to the previously approved Specific Plan would be subject to further project-specific evaluation to determine whether they are consistent with the assumptions in the Draft EIR. If a future project exceeds the scope of this analysis or results in site-specific impacts not previously addressed, additional environmental review under CEQA may be required to evaluate impacts to recreation and ensure compliance with applicable policies, standards, and mitigation measures.

In addition, given the availability and distribution of these facilities, as well as the City's existing park planning framework and service standards, the increase in population associated with the proposed project would not result in the physical deterioration of existing recreational resources or necessitate the construction of new parks or recreational infrastructure. As such, potential impacts related to the construction or expansion of recreational facilities that could result in adverse physical effects would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that although the proposed project would include recreational facilities the construction of these facilities would not have an adverse physical effect on the environment. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.16-2 and 4.16-3 of the Draft EIR prepared for the proposed project.

4.17 TRANSPORTATION

Threshold 4.17.1: Conflict with a Program, Plan, Ordinance or Policy Related to the Circulation System: Less Than Significant Impact

In the City, the circulation system is primarily regulated by the City's General Plan Circulation Element. In addition, the City's General Plan Growth Management Element contains a goal to reduce traffic congestion. A consistency analysis of the goals and policies from the City's General Plan pertaining to the circulation system that are relevant to the proposed project was conducted and it was determined that the proposed project would not conflict with any of the goals and policies contained in the City's General Plan related to the circulation system. In addition, the

proposed project would be consistent with applicable Connect SoCal 2024 goals, which regulates the regional circulation system. Furthermore, the proposed project reinforces the stated goals of Connect SoCal 2024, including Connect SoCal 2024's goals to develop, connect and sustain communities that are livable and thriving and to create a healthy region for the people of today and tomorrow, by providing additional housing opportunities within locations near amenities and already used by the public for commercial, recreational, and/or professional uses. In addition, the proposed project would support the development, connection, and sustainability of communities that are livable and thriving by providing necessary housing for all income levels in a bustling economic corridor.

Transit service in the vicinity of the Buildout Area is provided by OCTA along Katella Avenue and Valley View Street. The proposed project is expected to generate approximately 210 daily transit trips, which equates to 420 OC Bus boardings. However, this increase would not interfere with existing or planned transit services as the City is continually assessing ridership demand and coordinates with OCTA in order to address any deficiencies in service. OCTA has also recently completed the 2024 Orange County Transit Vision Master Plan, which aims to integrate, enhance, and expand multimodal transportation services throughout the County, and is currently developing the Directions 2050 plan to update OCTA's Long-Range Transportation Plan (LRTP). Directions 2050 will look ahead to 2050 and outline strategies to ensure that the County's transportation system remains efficient, safe, balanced, and sustainable, and addresses the provision of transit services. OCTA's Fiscal Year (FY) 2025-2026 budget also highlights increased transit service, including adding more bus service to meet rising demand, and investments in transit infrastructure. Implementation of the proposed project would not interfere with implementation of these transit planning documents, including the specific actions to address the growing need for expanded transit service.

Bicycle and pedestrian facilities would also be enhanced through the addition of approximately 1 mile of new bicycle facilities, sidewalks along project frontages, and connections to existing networks. In addition, the proposed project would be required to implement Transportation Demand Management (TDM) strategies, which would further support safe and efficient multimodal circulation by constructing or improving bicycle facilities that would connect the proposed project to the existing regional bicycle network and improving the pedestrian network, including the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area.

During construction, temporary delays in traffic may occur due to oversized vehicles traveling at lower speeds on the surrounding roadways turning into the Buildout Area. In addition, construction activities may require temporary road or lane closures in the vicinity of the Buildout Area. Temporary road or lane closures during construction would have a potential significant impact to roadways and safety. However, the traffic generated by construction activity would be limited in duration and would not materially impact the level of service (LOS) at any study intersections or freeway mainline segments. In addition, a TCP would be implemented to minimize potential disruptions.

In addition, because a Traffic Impact Analysis (TIA) has been prepared for the proposed project to analyze LOS impacts for local policy and regional consistency purposes, the Orange County Congestion Management Plan (CMP) requirements have been addressed.

Consistent with the Circulation Plan shown on Figure 2-3 in the Specific Plan, the proposed project would include the extension of Moody Street from Cerritos Avenue to Katella Avenue, as well as the extension of Vessels Circle from its current western terminus to intersect with the Moody Street extension. The Moody Street extension would traverse the Buildout Area, passing adjacent to Lots 3, 4, 5, 6, 7, 12, 13, and 14 in proposed VTTM 19247, and create a central north-south corridor, while the extension of Vessels Circle within Lot C would, among other things, provide access to Lots 10 and 11 in proposed VTTM 19247. The proposed project also includes, consistent with the Specific Plan, the widening of Lexington Drive within Lot B in proposed VTTM 19247. In addition, the proposed project would include seven access driveways, including one at Lexington Drive and two each at Cerritos Avenue, Moody Street, and Vessels Circle. Future development within the Buildout Area may require the construction of private driveways, accessways and/or streets that connect to the Moody Street and Vessels Circle extensions and existing public streets adjacent to the Buildout Area, but their specific locations and sizes would be determined during the design process for specific development projects. As the proposed project would 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, and the required future widening of Lexington Drive, consistent with the Circulation Plan contained in the Specific Plan, implementation of the proposed project would not conflict with the Specific Plan with respect to transportation.

Based on the above analysis, and because the proposed project would be required to adhere to the Specific Plan and the General Plan, the proposed project would generally be consistent with all programs, plans, ordinances, and policies addressing the circulation system, including those regulating transit, roadway, bicycle, and pedestrian facilities and impacts would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.17-13 through 4.17-17 of the Draft EIR prepared for the proposed project.

Threshold 4.17.3: Increase in Hazards Due to a Geometric Design Feature or Incompatible Uses: Less Than Significant Impact

Except as otherwise provided in the Specific Plan, all roadway improvements in and around the Buildout Area shall be designed and constructed in accordance with Chapter 25, Article 5, Public Improvements, of the CMC and applicable Public Works Design Standards, which establish minimum requirements for street widths, curb return radii, intersection design, and driveway access. Except as

otherwise provided in the Specific Plan, driveway design and access control shall also comply with CMC Appendix I (Zoning), Chapter 3.14 – Off-Street Parking and Loading, which regulates driveway width, location, and spacing to prevent hazardous conflicts between vehicular and pedestrian movements (CMC § 3.14.050). In addition, except as otherwise provided in the Specific Plan, all final site and roadway improvement plans shall conform to the City's Public Works Design Criteria Manual, which incorporates California Manual on Uniform Traffic Control Devices (CA MUTCD) standards for intersection control, sight distance, and geometric design.

Finally, all final improvement and site access plans shall be subject to review and approval by the City's Public Works and Fire Departments prior to issuance of building permits. Compliance with these requirements and design standards would ensure that new roadway and driveway improvements avoid sharp curves, unsafe intersection geometry, and visual obstructions, thereby maintaining safe and efficient circulation within and adjacent to the Buildout Area. For these reasons, the proposed project's impact related to a substantial increase in hazards due to a design feature or incompatible use would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not substantially increase hazards due to a geometric design feature or incompatible uses. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.17-21 and 4.17-22 of the Draft EIR prepared for the proposed project.

Threshold 4.17.4: Inadequate Emergency Access: Less Than Significant Impact

All roadway and internal circulation improvements associated with the proposed project would be designed and constructed to meet all City requirements for street widths, corner radii, and intersection control. The proposed project and internal circulation system would be designed to provide adequate emergency vehicle access and safe evacuation for all future structures.

During construction, the construction contractor would be required to implement a TCP that complies with applicable engineering standards outlined in the *California Manual on Uniform Traffic Control Devices*. The proposed seven access driveways, including one at Lexington Drive and two each at Cerritos Avenue, Moody Street, and Vessels Circle, would also act as fire access roads, and would be designed to adequately accommodate fire apparatus and other emergency response vehicles. In addition, all final site and roadway improvement plans would be subject to review and approval by the Orange County Fire Authority (OCFA) and the City's Police Department prior to issuance of building permits. Compliance with these requirements would ensure that emergency

access is maintained throughout construction and operation, and impacts related to inadequate emergency access would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not result in inadequate emergency access. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.17-22 and 4.17-23 of the Draft EIR prepared for the proposed project.

4.18 TRIBAL CULTURAL RESOURCES

Impacts to tribal cultural resources were identified as potentially significant. Refer to Section 5.0 of this document for a discussion of potential impacts on tribal cultural resources with implementation of the proposed project.

4.19 UTILITIES AND SERVICE SYSTEMS

Threshold 4.19.1: Relocation or Construction of New or Expanded Water, Wastewater Treatment, Stormwater Drainage, Electric Power, Natural Gas, or Telecommunication Facilities That Would Cause a Significant Environmental Effect: Less Than Significant Impact

Construction would require minimal water for dust control using existing potable water lines, with no new conveyance facilities required. In addition, no significant increase in wastewater flows is anticipated as a result of construction activities within the Buildout Area as sanitary services during construction would be provided by portable toilet facilities, which transport waste off-site for treatment and disposal. Construction of the proposed project would comply with Regulatory Compliance Measures HYD-1 and HYD-2, which include implementation of a Storm Water Pollution Prevention Plan (SWPPP), construction BMPs, and testing/treatment of any dewatered groundwater prior to discharge. These measures would prevent substantial additional sources of polluted runoff being discharged to the storm drain system through implementation of construction BMPs that target pollutants of concern in runoff from the Buildout Area as well as testing and treatment (if required) of groundwater prior to its discharge to surface waters. With implementation of BMPs, construction of the proposed project would not result in a substantial increase in the rate or amount of surface runoff, flow, and volume that would exceed the capacity of the adjacent stormwater drainage systems. Therefore, construction of the proposed project would not require or result in the relocation or construction of new or expanded stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects.

Construction electricity demand would minimal and temporary, with no new transmission facilities required, and would not require natural gas. In addition, the proposed project would be required to

prepare and implement a TCP during construction activities, which would ensure that if the installation of utility connections and improvements would require temporary road or lane closures, there would be no significant transportation impact during construction. Therefore, construction of the proposed project would not require the construction of new or expanded water, wastewater, stormwater drainage, electrical, or natural gas facilities.

Operational water service would be provided by GSWC through connections to existing water lines and new lines within the Moody Street extension. According to the WSA prepared for the proposed project, the historical water use at the Buildout Area over the past several years (for two meters providing service to the LARC) has averaged approximately 73 afy and future development facilitated by the proposed project would result in an additional approximately 620 acre-feet per year, which accounts for approximately 3.8 percent of the estimated water demand and 2.6 percent of the total available water supplies in the service area for 2045. Further, the WSA prepared for the proposed project indicated that sufficient water supplies exist to meet the existing and future water demands within the GSWC Los Alamitos West Orange Service Area, including the proposed project.

As the new water infrastructure improvements are proposed as part of the project, the environmental impacts associated with construction of the improvements have been discussed and analyzed throughout this EIR. In addition, the GSWC has indicated in a Will Serve letter that existing water infrastructure in the surrounding area has the capacity to serve the proposed project and sufficient water supplies exist to serve the proposed project. Therefore, operation of the proposed project would not require or result in the relocation or construction of new or expanded water facilities or infrastructure, beyond those proposed as part of the project, the construction or relocation of which could cause significant environmental effects.

The proposed project would also connect to existing OC San sewer lines via two proposed sewer connections and lines within the Moody Street extension. Hydraulic analyses conducted as part of the Sewer Capacity Study confirmed that the proposed sewer lines would have adequate capacity to serve the proposed project. In addition, the Sewer Capacity Study found that the existing 18-inch pipe at proposed Sewer Connection B and the existing 21-inch pipe at the existing connection to the 30-inch OC San sewer trunk line would be adequate to serve the proposed project and no replacement facilities with increased capacity would be necessary. In addition, the proposed project's estimated wastewater generation of 276 acre-feet per year would represent approximately 0.1 percent of OC San's daily treatment capacity. In addition, as provided in the Sewer Capacity Study, OC San has provided a Will Serve letter stating that OC San facilities can accommodate the full development of the Buildout Area under the proposed project.

As the proposed new wastewater infrastructure improvements are proposed as part of the project, the environmental impacts associated with construction of the improvements have been discussed and analyzed throughout this EIR. In addition, OC San has indicated in a Will Serve letter that existing wastewater infrastructure in the surrounding area has the capacity to serve the proposed project and sufficient capacity at Reclamation Plant No. 1 and No. 2 exists to serve the proposed project. Therefore, operation of the proposed project would not require the relocation or construction of new or expanded wastewater facilities or infrastructure, beyond those proposed as part of the project, the construction or relocation of which could cause significant environmental effects.

Implementation of the proposed project would require modifications to the existing Drainage Areas and the Buildout Area and would include on- and off-site upgrades to stormwater infrastructure, including the installation of a proposed storm drain line in the proposed Moody Street and Vessels Circle extensions (Storm Drain Line A), a proposed storm drain line in Drainage Area B that connects to the existing 48-inch storm drain line that begins at Enterprise Drive and ultimately connects to the existing 48-inch Lexington Drive Storm Drain (Storm Drain Line B), and a proposed storm drain line that would convey stormwater runoff from Drainage Area A to the proposed Basin C in the park area (Storm Drain Line C). Ultimately, all stormwater from the Buildout Area would discharge to the Los Alamitos Channel, similar to the existing conditions. The proposed on-site storm drain system would be adequately sized to accommodate stormwater runoff so that on-site flooding would not occur.

With implementation of the proposed storm drain systems and detention system, as specified in Regulatory Compliance Measure HYD-3, operation of the proposed project would not result in a substantial increase in the rate or amount of surface runoff, flow, and volume that would exceed the capacity of the adjacent stormwater drainage systems. As the proposed stormwater infrastructure improvements are proposed as part of the project, the environmental impacts associated with construction of the improvements have been discussed and analyzed throughout this EIR. In addition, the proposed stormwater infrastructure would be appropriately sized in order to ensure that stormwater runoff from the Buildout Area would be adequately accommodated by the existing stormwater infrastructure in the area. Therefore, operation of the proposed project would not require or result in the relocation or construction of new or expanded stormwater drainage facilities, beyond those proposed as part of the project, the construction or relocation of which could cause significant environmental effects.

Based on the CalEEMod results for the proposed project, the estimated electricity demand associated with the operation of the proposed project is approximately 11,888,842 kWh/year, representing approximately 0.01 percent of the electricity consumption in the Southern California Edison (SCE) service area and 0.06 percent of the electricity consumption in Orange County. Consequently, anticipated electricity consumption by the proposed project is negligible (less than 0.1 percent) compared to the total consumption of the SCE service area and Orange County. In addition, SCE provided a will serve letter on June 19, 2025, indicating that they have the ability to serve the proposed project. As such, the proposed project would not require the relocation or construction of new or expanded electrical facilities or infrastructure, and impacts would be less than significant.

Based on the CalEEMod results for the proposed project, the estimated potential increase in natural gas demand in the Buildout Area is anticipated to be approximately 382,524 therms/year. Therefore, operation of the proposed project would increase annual natural gas consumption in the SoCalGas service area and Orange County by approximately 0.008 and 0.07 percent, respectively. Consequently, the anticipated natural gas consumption by the proposed project would be negligible (less than 0.1 percent) compared to the total consumption of the SoCalGas service area and Orange County. The proposed project would connect to existing natural gas infrastructure and would not require the construction of any physical improvements related to the provision of natural gas service that would result in significant environmental impact. In addition, SoCalGas provided a will serve

letter on June 30, 2025, indicating that they have the ability to serve the proposed project. As such, the proposed project would not require the relocation or construction of new or expanded natural gas facilities or infrastructure, and impacts would be less than significant.

Construction and operation would include onsite extensions of telecommunication facilities (telephone, cable, internet), installed concurrently with other utilities. Offsite impacts are not expected, and service adequacy is confirmed by providers.

Additionally, any future projects implemented in accordance with the proposed project would be required to adhere to the Specific Plan, provide required development impact fees, and comply with applicable development regulations pertaining to utilities. As a part of the development review process, all future projects would be required to demonstrate that existing public utilities would be sufficient to serve the future projects' needs. Overall, the proposed project would not require relocation or construction of new or expanded utility facilities beyond those included in the project, and all impacts would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities that would cause a significant environmental effect. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Regulatory Compliance Measures: Regulatory Compliance Measures HYD-1 through HYD-3 would be applicable and implemented for the proposed project.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.19-11 through 4.19-21 of the Draft EIR prepared for the proposed project.

Threshold 4.19.2: Sufficient Water Supplies: Less Than Significant Impact

According to the WSA prepared for the proposed project, the historical water use at the Buildout Area for the past several years (for the two existing meters serving the LARC) has averaged approximately 73 afy and future development facilitated by the proposed project would result in an additional approximately 620 afy of total water use. This accounts for approximately 3.8 percent of the estimated water demand and 2.6 percent of the total available water supplies in the service area for 2045. Further, the WSA prepared for the proposed project indicated that sufficient water supplies exist to meet the existing and future water demands within the GSWC Los Alamitos West Orange Service Area, including the proposed project.

Therefore, the proposed project would not result in insufficient water supplies during normal, dry, or multiple dry years, and adequate water supply would be available to accommodate the future development in the Buildout Area facilitated by the proposed project. Impacts related to water supplies would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future developments during normal, dry, and multiple dry years. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.19-21 and 4.19-22 of the Draft EIR prepared for the proposed project.

Threshold 4.19.3: Adequate Capacity to Serve Projected Wastewater Treatment Demand in Addition to the Provider's Existing Commitments: Less Than Significant Impact

During construction, wastewater would be generated by construction workers, and sanitary services would be provided by portable toilet facilities, which would transport waste off-site for treatment and disposal at either Reclamation Plant No. 1 in Fountain Valley or Treatment Plant No. 2 in Huntington Beach. As construction activities would be temporary, the wastewater treatment provider is anticipated to have adequate capacity to serve the projected wastewater demand in addition to the provider's existing commitments. Impacts would be less than significant, and no mitigation is required.

The future residential and non-residential development facilitated by the proposed project is anticipated to generate approximately 276 acre-feet of wastewater annually, or approximately 246,398 gallons of wastewater per day. This accounts for approximately 0.1 percent of OC San's daily capacity, the current capacity of Reclamation Plant No. 1, and the current capacity of Reclamation Plant No. 2. In addition, as provided in the Sewer Capacity Study, OC San has provided a Will Serve letter stating that OC San facilities can accommodate the full development of the Buildout Area under the proposed project. Additionally, through its Capital Improvement Program, the OC San strives to continue maintaining its facilities at optimal levels by planning, designing, and preparing for future demand by developing Facilities and Biosolids Master Plans that address 20-year planning horizons. Through these long-range planning activities, the OC San would be able to accommodate the growth in demand for wastewater treatment generated by the proposed project and other projects in its service area. Therefore, the proposed project would not result in a significant contribution to demands on the treatment capacity of Reclamation Plant No. 1 or Treatment Plant No. 2. Additionally, fees required by the OC San would sufficiently offset potential impacts generated by the proposed project. Furthermore, some of the 1,791 housing units that

would be facilitated under the proposed project would replace existing urban uses that currently generate wastewater.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would be adequately served by the wastewater treatment provider's existing capacity in addition to the provider's existing commitments. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required

Supportive Evidence: Please refer to pages 4.19-22 and 4.19-23 of the Draft EIR prepared for the proposed project.

Threshold 4.19.4: Solid Waste Generation in Excess of State or Local Standards or Capacity of Local Infrastructure: Less Than Significant Impact

The demolition of existing structures within the Buildout Area and future construction of the proposed project would generate typical construction debris, including wood, paper, glass, metals, cardboard, and green waste. Construction of the proposed project would be required to comply with **Regulatory Compliance Measure UTIL-1**, the City's Construction and Demolition Ordinance, City Ordinance No. 1166, and the California Green Building Standards Code. These requirements mandate submittal of a Materials Questionnaire (where applicable) and require that a minimum of 65 percent of construction and demolition debris be diverted from landfills. In addition, Valley Vista Services certifies a diversion rate of approximately 75 percent for construction and demolition materials, which would further reduce landfill disposal demand. Therefore, adherence to Regulatory Compliance Measure UTIL-1, City Ordinance No. 1166, and the California Green Building Standards Code would ensure that construction-related solid waste impacts would remain less than significant.

Solid waste from future development allowed under the proposed project would be required to comply with State and local solid waste reduction, diversion, and recycling policies and regulations. According to CalEEMod calculations, the future development facilitated by the proposed project would generate approximately 1,811 tons of solid waste per year (approximately 5 tpd). The additional solid waste generation of approximately 5 tpd represents 0.04 percent, 0.06 percent, and 0.1 percent of the daily permitted tonnage of the Frank R. Bowerman Landfill, Olinda Alpha Landfill, and Prima Deshecha Landfill, respectively. Consequently, anticipated solid waste generation by the proposed project is negligible compared to available landfill capacity. The proposed project would not require the construction of new solid waste disposal facilities or expansion of existing facilities, and the OCWR solid waste disposal system would have adequate capacity to serve the proposed project. Furthermore, some of the future development facilitated by the proposed project would replace existing urban uses, most of which currently generate solid waste.

Therefore, with adherence to Regulatory Compliance Measure UTIL-1, City Ordinance No. 1166, and the California Green Building Standards Code, along with compliance with State and local solid waste regulations, would ensure that the proposed project would not result in a significant contribution to landfill capacity demand. Impacts related to solid waste generation would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Regulatory Compliance Measure: Regulatory Compliance Measure UTIL-1 would be applicable and implemented for the proposed project.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.19-23 and 4.19-24 of the Draft EIR prepared for the proposed project.

Threshold 4.19.5: Comply with Federal, State, and Local Solid Waste Management and Reduction Statutes and Regulations: Less Than Significant Impact

Solid waste from future development under the proposed project would be required to comply with State and local solid waste reduction, diversion, and recycling regulations. Based on CalEEMod calculations, future development facilitated by the proposed project would generate approximately 1,811 tons of solid waste per year, which represents 0.04 percent, 0.06 percent, and 0.1 percent of the daily permitted tonnage of the Frank R. Bowerman Landfill, Olinda Alpha Landfill, and Prima Deshecha Landfill, respectively. Consequently, anticipated solid waste generation by the proposed project is negligible (substantially less than 0.1 percent) compared to the total amount of solid waste received by the three landfills. The proposed project would not require the construction of any physical improvements related to the provision of solid waste disposal that would result in significant environmental impacts and the OCWR solid waste disposal system would have adequate capacity to serve the proposed project. In addition, some of the future development would replace existing urban uses that currently generate solid waste, thereby partially offsetting net increases in disposal demand.

Overall, the proposed project would comply with applicable federal, State, and local statutes and regulations governing solid waste management, including AB 939 and other diversion and recycling requirements. Accordingly, construction and operation of the proposed project would not result in a significant impact related to solid waste generation or landfill capacity, and impacts would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would comply with federal, state, and local management and reduction statutes and regulations associated with solid waste. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.19-24 and 4.19-25 of the Draft EIR prepared for the proposed project.

4.20 WILDFIRE

All Thresholds: No Impact

According to the California Department of Forestry and Fire Protection Services (CAL FIRE), the Buildout Area is located within an Local Responsibility Area (LRA) and is not within or near a Very High Fire Hazard Severity Zone (VHFHSZ) or State Responsibility Area (SRA). The nearest VHFHSZ is approximately 6.8 miles northeast in Coyote Hills (Fullerton), and the nearest SRA is approximately 12 miles northeast in Puente Hills. The Buildout Area is fully urbanized and does not contain wildland fuels or interface conditions that would support wildfire spread.

Construction of the proposed project may require temporary lane closures; however, construction contractors would implement a TCP in accordance with the California Manual on Uniform Traffic Control Devices to maintain emergency access. Additionally, all proposed structures and internal circulation paths within the Buildout Area would be developed in accordance with the City and OCFA emergency access standards. The proposed project would also be required to comply with all applicable codes and ordinances for emergency vehicle access, which would ensure that emergency vehicles have adequate access to, from, and within the Buildout Area. Therefore, implementation of the proposed project would not impair emergency response or evacuation routes.

Future development within the Buildout Area would also adhere to applicable building and fire codes, which would further reduce the risk of wildfire. As the Buildout Area is not located within the vicinity of a VHFHSZ or in an SRA, the uncontrolled spread of wildfire in the vicinity of the Buildout Area is unlikely due to existing development, and impacts from downwind pollutant concentrations from a wildfire to occupants as a result of the proposed project would be negligible. Further, although the proposed project would include new roadways and utility infrastructure improvements, the proposed project would not include any changes to public or private roadways that would exacerbate fire risk or that would result in impacts to the environment and all utility lines, pipes, utility junction boxes, and transformers would be located underground. Further, the design and implementation of utility improvements would be reviewed and approved by the City's Public Works Department to ensure that it would be sized to accommodate future development

allowed under the approved Specific Plan and comply with all applicable fire codes, design standards, and regulations.

Lastly, because the Buildout Area is not located in a VHFHSZ or in an SRA, the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Overall, all impacts associated with wildfire would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The City hereby finds that the proposed project would not result in any impacts related to wildfire. No impacts would occur, Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to pages 4.20-8 through 4.20-13 of the Draft EIR prepared for the proposed project.

This page intentionally left blank

5.0 FINDINGS REGARDING POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS WHICH CAN BE MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

The City finds, based upon the analysis presented in Chapter 4.0 of the Draft EIR, that the following environmental effects of the proposed project can be avoided or reduced to less than significant with incorporation of feasible mitigation measures identified in the Draft EIR. No substantial evidence has been submitted to or identified by the City that indicates that the following impacts would, in fact, occur at levels that would necessitate a determination of significance.

Section 15126(b) of the *State CEQA Guidelines*, requires a description of any significant environmental effects that cannot be avoided if the proposed project is implemented.

5.1 AESTHETICS

No impacts were identified as potentially significant.

5.2 AGRICULTURE AND FORESTRY RESOURCES

No impacts were identified as potentially significant.

5.3 AIR QUALITY

Threshold 4.3.3: Expose Sensitive Receptors to Substantial Pollutant Concentrations: Less Than Significant Impact with Mitigation Incorporated

The closest existing sensitive receptors to the Buildout Area include the following: residential uses located north of the Buildout Area across Cerritos Avenue; residential/mixed-use buildings located adjacent to the eastern boundary of the Buildout Area along Katella Avenue; senior housing located adjacent to the southern and western boundaries of the Buildout Area along Katella Avenue; and residential uses located south of the Buildout Area across Katella Avenue.

Construction activities associated with future development could generate emissions of particulate matter and diesel exhaust from heavy-duty equipment. Diesel particulate matter (DPM) is identified by the California Air Resources Board (CARB) as a toxic air contaminant, and exposure to elevated concentrations may result in potential cancer and noncancer health risks. The potential magnitude of exposure would vary depending on construction intensity, duration, equipment mix, and receptor proximity. Accordingly, construction-related health risk impacts would be potentially significant in the absence of mitigation. With the implementation of Mitigation Measure AIR-2, which requires the use of United States Environmental Protection Agency (USEPA) Tier 4 Final or cleaner construction equipment, impacts related to construction diesel particulate matter exposure to sensitive receptors would be less than significant.

Operational emissions associated with future buildout envisioned under the proposed project would exceed the South Coast Air Quality Management District's (SCAQMD) volatile organic compounds (VOC) thresholds, even with implementation of Mitigation Measure AIR-1 and Mitigation Measure TRA-1. Although the emissions from operations resulting from buildout of the proposed project are

expected to exceed the SCAQMD's project level thresholds, it should be noted that exceeding or not exceeding the SCAQMD's numeric regional mass daily thresholds does not, by itself, directly correlate to a determination regarding health risk impacts on nearby sensitive receptors. The project level thresholds are intended to provide a means of consistency in significance determination within the environmental review process, and do not provide a finding on health risk impacts on nearby sensitive receptors. The reason for this is that the project level criteria pollutant thresholds are in pounds per day emitted into the air, whereas health effects are determined based on the concentration of emissions in the air at a particular receptor (e.g., parts per million [ppm] by volume of air, or micrograms per cubic meter [$\mu g/m^3$] of air). State and federal ambient air quality standards were developed to protect the most susceptible population groups from adverse health effects and were established in terms of parts per million or micrograms per cubic meter for the applicable emissions.

CARB has developed a guidance document, the *Air Quality and Land Use Handbook: A Community Health Perspective,* to assess compatibility and associated health risks when placing sensitive receptors near existing pollution sources. None of the uses allowed under the proposed project are considered a substantial source of toxic air contaminants (TACs) that would require specific siting distances based on the CARB recommendations. In addition, the industrial uses near the Buildout Area on the western and eastern boundaries are further than 500 feet, so any new sensitive receptors, such as proposed residential uses, will be consistent with CARB's siting recommendations.

Finding: Pursuant to PRC Section 21081(a) and *State CEQA Guidelines* Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant effect on the environment to below a level of significance with Mitigation Measure AIR-2.

Mitigation Measures: Based upon the analysis presented in Section 4.3, Air Quality, of the Draft EIR, which is incorporated herein by reference, Mitigation Measure AIR-2 below is feasible and is made binding through the MMRP. Imposition of this mitigation measure will reduce potentially significant impacts to less than significant.

Mitigation Measure AIR-2 All construction activities in the Buildout Area shall utilize U.S. EPA Tier 4 Final diesel construction equipment for equipment rated at greater than 50 brake horsepower (bhp) if and to the extent commercially available, or the cleanest available equipment and technology that is commercially available and feasible at the time of construction (e.g., zero-emission or equivalent low-emission equipment), to minimize diesel particulate matter (DPM) emissions.

If Tier 4 Final equipment is not commercially available for a majority of the construction equipment and an individual development project would be larger than 20 acres, the City shall require preparation of a construction Health Risk Assessment (HRA) for such development project.

Supportive Evidence: Please refer to pages 4.3-32 through 4.4-37 of the Draft EIR prepared for the proposed project.

5.4 BIOLOGICAL RESOURCES

Threshold 4.4.3: Substantial Adverse Effect on Protected Wetlands: Less Than Significant Impact with Mitigation Incorporated

The Buildout Area contains one drainage feature, one detention basin, and three artificial ponds. The three ponds identified within the Buildout Area contain hydrophytic vegetation along portions of their shoreline, including species that could be considered wetland indicators. However, the ponds are manmade features and hydrologically isolated from other waters. As such, the three ponds are not expected to be regulated by the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), or California Department of Fish and Wildlife (CDFW). The detention basin is entirely lined with polyethylene, is best described as a manmade basin created to capture flows, and appears to divert accumulated water into the adjacent drainage that terminates into an underground drain system. Similar to the artificial ponds, because the detention basin is and appears to be hydrologically isolated from other waters, the detention basin is also not expected to be regulated by USACE, RWQCB, or CDFW. However, the drainage feature located on Lot 3 contains ruderal vegetation and may connect to Coyote Creek, which is tributary to the San Gabriel River and ultimately flows to the Pacific Ocean. Therefore, the removal of this drainage feature may be subject to regulation by the RWQCB and CDFW, and impacts to this drainage feature would be considered potentially significant.

However, the proposed project would be required to implement Mitigation Measure BIO-1, which requires a jurisdictional delineation be conducted prior to commencing construction activities that would impact any of the identified aquatic resources in Lots 2, 3, 4, 6, and 7 of VTTM 19247. With implementation of Mitigation Measure BIO-1, potential impacts to jurisdictional waters would be reduced to less than significant as jurisdictional waters would be identified and the appropriate permits and approvals would be obtained, as necessary.

In addition, although construction and operational activities have the potential to result in temporary indirect effects to water quality including a potential increase in erosion and sediment transport into downstream aquatic areas and the contamination of waters from construction equipment, these potential indirect effects to hydrology and water quality would be avoided or substantially minimized through the implementation of BMPs during both construction and operation and a Water Quality Management Plan, as detailed in Regulatory Compliance Measures HYD-1 through HYD-3. Implementation of BMPs would ensure protection of downstream water quality and aquatic resources.

Overall, with implementation of Mitigation Measure BIO-1 and adherence to Regulatory Compliance Measures HYD-1 through HYD-3, impacts to wetlands and other waters would be less than significant with mitigation incorporated.

Finding: Pursuant to PRC Section 21081(a) and *State CEQA Guidelines* Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant effect on the environment to below a level of significance with Mitigation Measure BIO-1.

Regulatory Compliance Measures: Regulatory Compliance Measures HYD-1 through HYD-3 would be applicable and implemented for the proposed project.

Mitigation Measures: Based upon the analysis presented in Section 4.4, Biological Resources, of the Draft EIR, which is incorporated herein by reference, Mitigation Measure BIO-1 below is feasible and is made binding through the MMRP. Imposition of this mitigation measure will reduce potentially significant impacts to less than significant.

Mitigation Measure BIO-1 **Jurisdictional Delineation.** Prior to commencing construction activities that would impact any of the identified aquatic resources in Lots 2, 3, 4, 6, and 7 of Vesting Tentative Tract Map (VTTM) 19247, a jurisdictional delineation shall be conducted, as follows:

- Regional Water Quality Control Board (RWQCB) Jurisdiction (Waters of the State): Delineation shall follow the State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (State Water Resources Control Board [SWRCB] 2019).

- California Department of Fish and Wildlife (CDFW) Jurisdiction (Streambed Alteration Program): The extent of CDFW jurisdiction shall be identified consistent with California Fish and Game Code §§ 1600–1616, including the outer limits of the bed, bank, and channel and the extent of any associated riparian vegetation.

- United States Army Corps of Engineers (USACE) Jurisdiction (Waters of the United States [WOTUS]): The determination that no federal WOTUS occur on site shall be documented consistent with 33 CFR § 328.3, the USACE 1987 Wetland Delineation Manual, and the appropriate Regional Supplement (USACE 2008).

If impacts to RWQCB and/or CDFW jurisdictional waters are expected to occur, appropriate permits or authorization (e.g., Water Quality Certification/Waste Discharge Requirements, CDFW Lake and Streambed Alteration Agreement) shall be obtained prior to construction.

Supportive Evidence: Please refer to pages 4.4-38 through 4.4-39 of the Draft EIR prepared for the proposed project.

5.5 CULTURAL RESOURCES

Impacts related to causing a substantial adverse change in the significance of a historical resource were identified as significant and unavoidable. Refer to Section 6.0 of this document.

Impacts related to causing a substantial adverse change in the significance of an archaeological resource and disturbance of any human remains were identified as less than significant. Refer to Section 4.0 of this document.

5.6 ENERGY

No impacts were identified as potentially significant.

5.7 GEOLOGY AND SOILS

Threshold 4.7.1(iii): Adverse Effects Related to Seismic Related Ground Failure: Less Than Significant Impact with Mitigation Incorporated

The entirety of the City is located within a CGS Liquefaction Zone, indicating that local geologic and groundwater conditions present potential for liquefaction during seismic events. In addition, according to the Geotechnical Investigation prepared for the proposed project, onsite soils are considered to be susceptible to liquefaction settlement during an earthquake and liquefaction-related settlement at the ground surface could range from approximately 1.24 to 3.67 inches under seismic conditions, which could result in potentially significant impacts without appropriate ground stabilization.

Therefore, future development within the Buildout Area would be required to implement Mitigation Measure GEO-1, which requires compliance with the recommendations of the Geotechnical Investigation. Mitigation Measure GEO-1 would require the stabilization of upper soils beneath structures intended for human occupancy through ground improvement techniques such as Rammed Aggregate Piers, Vibrated Aggregate Piers, or similar methods, designed in coordination with geotechnical and structural engineers. In addition, future development would be required to be supported on a mat, or mat-type foundations. Implementation of the ground improvements detailed in Mitigation Measure GEO-1 would reduce the potential for liquefaction-induced ground failure and associated risks to people and structures.

Finding: Pursuant to PRC Section 21081(a) and *State CEQA Guidelines* Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant effect on the environment to below a level of significance with Mitigation Measure GEO-1.

Mitigation Measures: Based upon the analysis presented in Section 4.7, Geology and Soils, of the Draft EIR, which is incorporated herein by reference, Mitigation Measure GEO-1 below is feasible and is made binding through the MMRP. Imposition of this mitigation measure will reduce potentially significant impacts to less than significant.

Mitigation Measure GEO-1 **Implementation of Geotechnical Investigation Recommendations.** Future development projects within the Buildout Area shall implement the recommendations of the Geotechnical Investigation prepared for the proposed project, to the satisfaction of the City of Cypress' (City) Building Official, including, but not limited to:

Ground Improvement Techniques. Ground improvement techniques shall be implemented in the Buildout Area beneath any structure intended for human occupancy. Ground improvements may consist of rammed aggregate piers, vibrated aggregate piers, or similar techniques. The ground improvements must be designed by a qualified ground improvement contractor through coordination with a geotechnical engineer and/or structural engineer to ensure liquefaction in the upper soils.

Building Foundation Techniques. Subsequent to the installation of any proposed ground improvements, proposed structures, mat or mat-type foundation systems will be used. Conventional foundations may be utilized for support of the lighter at-grade structure if the ground improvements reduce the total and differential settlement to a threshold confirmed by the geotechnical engineer, the structural engineer, and the construction contractor.

Additional site testing and final design evaluation(s) shall be conducted by a geotechnical consultant to refine and/or enhance these requirements during buildout of the project on an as-needed basis. A future project applicant(s) shall require the geotechnical consultant to assess whether the recommendations in the Geotechnical Investigation need to be modified or refined to address any changes in the project features prior to start of grading. If the geotechnical consultant identifies modifications or refinements to the recommendations, the future project applicant(s) shall make modifications to the final project design and specifications. Examples of additional measures could include: a moisture or vapor retarding system below foundations, additional ground stabilization techniques like cement treatment or aggregate, or removal and replacement of existing soil to eliminate any unsuitable materials or undocumented fill. Design, grading, and construction shall be performed in accordance with applicable requirements in the Municipal Code, the California Building Code, local grading regulations, and any additional measures recommended by the geotechnical consultant in the subsequent geotechnical evaluation(s).

Supporting Evidence: Please refer to pages 4.7-11 through 4.7-12 of the Draft EIR prepared for the proposed project.

Threshold 4.7.3: Landslides, Lateral Spreading, Subsidence, Liquefaction, or Collapsible Soils: Less Than Significant Impact with Mitigation Incorporated

According to the Geotechnical Investigation, groundwater within the Buildout Area has a historic depth of less than 10 feet below ground surface, ranging from approximately 5 to 12.5 feet below ground surface. As shallow groundwater is present, it is likely that groundwater dewatering would be required during excavation activities. However, any groundwater dewatering would need to implement Regulatory Compliance Measure HYD-2, which outlines requirements of the Groundwater Dewatering Permit, as specified in Section 4.10 of the Draft EIR. During operation of the proposed project, no groundwater dewatering would occur. Therefore, subsidence associated with dewatering is not anticipated to occur during construction or operation of the proposed project.

As discussed in Response 4.7.1(iii), structures built on or above potentially liquefiable soils may experience bearing capacity failures due to the temporary loss of foundation support or vertical settlements (both total and differential) and/or undergo lateral spreading. Loss of bearing and ground settlement are of concern within the Buildout Area. This would be a potentially significant impact. However, as part of the proposed project, the construction contractor would comply with all recommendations in the Geotechnical Investigation and include ground improvement techniques, stable foundations would be required for all future projects (Mitigation Measure GEO-1), and all development would be required to comply with the California Building Code (CBC) (Regulatory Compliance Measure GEO-1). Therefore, impacts would be less than significant with mitigation incorporated.

Finding: Pursuant to PRC Section 21081(a) and *State CEQA Guidelines* Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant effect on the environment to below a level of significance with Mitigation Measure GEO-1.

Regulatory Compliance Measures: Regulatory Compliance Measures GEO-1 and HYD-2 would be applicable and implemented for the proposed project.

Mitigation Measures: Based upon the analysis presented in Section 4.7, Geology and Soils, of the Draft EIR, which is incorporated herein by reference, Mitigation Measure GEO-1 below is feasible and is made binding through the MMRP. Imposition of this mitigation measure will reduce potentially significant impacts to less than significant.

Mitigation Measure GEO-1 *See above.*

Supporting Evidence: Please refer to pages 4.7-13 through 4.7-14 of the Draft EIR prepared for the proposed project.

Threshold 4.7.6: Destruction of Paleontological Resources or Unique Geologic Features: Less Than Significant Impact with Mitigation Incorporated

According to the City of Cypress General Plan EIR, there are no known paleontological resources in the City. A search of the paleontology collection records for the locality and specimen data at the Natural History Museum of Los Angeles County (NHMLA) was requested for the proposed project and did not identify any existing fossil localities within the Buildout Area. However, the search did return fossil localities present in the same type of sedimentary deposits that underlay the Buildout Area, located within a 10-mile radius of the Buildout Area.

As detailed in the Geotechnical Investigation, fill soils are present in the upper 3 to 5 feet of the Buildout Area, and are mainly composed of silty sand and sandy silt, yellowish. Underlying the fill are native soils at a depth of approximately 10 feet, consisting of interlayered sandy to silty clay, sandy to clayey silt, silty to clayey sand, and sand.

Construction activities associated with the proposed project that have the potential to disturb native alluvium at a depth below 10 feet would have the potential to have a potentially significant impact on paleontological resources. Based on the geologic setting, the native alluvium soils at and below 10 feet are Quaternary alluvial deposits within the Los Angeles Basin. Such deposits are often paleontologically sensitive, as they can contain vertebrate fossils (e.g., mammoths, ground sloths, camelids) at depth. Typically, the upper 5 feet of shallow fill and disturbed soils are low sensitivity, but deeper undisturbed alluvium is considered to have high sensitivity. Therefore, the proposed project would be required to implement Mitigation Measures GEO-2 and GEO-3, which include provisions for the discovery of previously unknown paleontological resources, including stop work procedures, and worker training procedures. With implementation of Mitigation Measures GEO-2 and GEO-3,implementation of the proposed project would have a less than significant impact on paleontology resources.

Finding: Pursuant to PRC Section 21081(a) and *State CEQA Guidelines* Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant effect on the environment to below a level of significance with Mitigation Measures GEO-2 and GEO-3.

Mitigation Measures: Based upon the analysis presented in Section 4.7, Geology and Soils, of the Draft EIR, which is incorporated herein by reference, Mitigation Measures GEO-21 and GEO-3 below are feasible and are made binding through the MMRP. Imposition of these mitigation measures will reduce potentially significant impacts to less than significant.

Mitigation Measure GEO-2 **Procedures for Unexpected Paleontological Resources Discoveries.** If paleontological resources are discovered during ground-disturbing activities associated with the proposed project, construction personnel shall immediately halt work within 50 feet of the discovery, and a future project applicant/developer or construction supervisor shall contact a qualified paleontologist to assess the discovery for scientific importance. A qualified paleontologist is defined as a person with an M.S. or Ph.D. in geology or paleontology

and who meets the standards set forth by the Society of Vertebrate Paleontology. The paleontologist shall make recommendations regarding the collection, treatment, and disposition of the discovery. Scientifically important resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. If paleontological resources are discovered, regardless of their scientific importance, paleontological monitoring shall be required for subsequent ground-disturbing activities at a frequency, depth, and/or interval determined by the paleontologist. Paleontological monitoring shall be conducted by a qualified paleontological monitor as set forth in the Society of Vertebrate Paleontology standards. At the conclusion of monitoring, a final monitoring report shall be prepared by the paleontologist to document the results of monitoring and project compliance with all regulations and project requirements. If scientifically important paleontological resources are recovered, this report shall also document those paleontological resources with a catalog, descriptions, and photographs as determined appropriate by the paleontologist. The final monitoring report shall be submitted to the City of Cypress Director of Community Development Department or designee for review and approval. A copy of this final report shall also accompany the fossil material to the museum repository.

Mitigation Measure GEO-3 **Worker Sensitivity Training**: Prior to issuance of grading permits, applicants for projects that would include ground-disturbing activities below 10 feet in undisturbed native sediments ranked as having a moderate or high paleontological sensitivity shall be required to retain a qualified paleontologist meeting the requirements set forth by the Society of Vertebrate Paleontology. Prior to and during initial ground-disturbing activities, the qualified paleontologist (or their designee) shall provide worker environmental awareness training to construction personnel. Training shall include recognition of potential fossil materials, appropriate worker response protocols, and contact information for the paleontologist.

Supportive Evidence: Please refer to pages 4.7-15 and 4.7-16 the Draft EIR prepared for the proposed project.

5.8 GREENHOUSE GAS EMISSIONS

All Thresholds: Less Than Significant Impact with Mitigation Incorporated

The proposed project would be implemented within a regulatory framework that includes statewide programs designed to reduce GHG emissions over time, such as the California Building Standards

Code (Title 24), the California Green Building Standards Code (CALGreen), Senate Bill 100, the Low Carbon Fuel Standard, and Advanced Clean Cars II. In addition, the proposed project would be consistent with regional planning strategies, including the Southern California Association of Governments' Connect SoCal 2024, which incorporates anticipated housing growth and demonstrates achievement of regional GHG reduction targets. The proposed project would also support infill development patterns and efficient land use consistent with the California Air Resources Board's 2022 Scoping Plan.

Furthermore, the proposed project would be required to implement Mitigation Measure GHG-1, Mitigation Measure AIR-1, and Mitigation Measure TRA-1. With implementation of Mitigation Measure AIR-1, future development facilitated by the proposed project would provide enhanced electric vehicle charging infrastructure consistent with Scoping Plan guidance. The proposed project would also avoid conversion of natural or working lands and, with implementation of Mitigation Measure TRA-1, would incorporate transportation demand management strategies supportive of reduced vehicle travel. Building energy performance and electrification measures required under Mitigation Measure GHG-1 further support long-term building decarbonization objectives.

In addition, the proposed project would be consistent with the land use and growth assumptions underlying Connect SoCal 2024 and would implement planned housing growth identified in the City's adopted and California Department of Housing and Community Development (HCD)-certified Housing Element.

Overall, with implementation of Mitigation Measure GHG-1, Mitigation Measure AIR-1, and Mitigation Measure TRA-1, the proposed project's incremental contribution to cumulative GHG emissions would not be cumulatively considerable. Therefore, impacts related to the generation of greenhouse gas emissions, either directly or indirectly, and potential conflict with applicable plans, policies, or regulations adopted to reduce greenhouse gas emissions would be less than significant with mitigation incorporated.

Finding: Pursuant to PRC Section 21081(a) and *State CEQA Guidelines* Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant effect on the environment to below a level of significance with Mitigation Measure GHG-1, Mitigation Measure AIR-1, and Mitigation Measure TRA-1.

Mitigation Measures: Based upon the analysis presented in Section 4.8, Greenhouse Gas Emissions, of the Draft EIR, which is incorporated herein by reference, Mitigation Measure GHG-1, Mitigation Measure AIR-1, and Mitigation Measure TRA-1 below are feasible and are made binding through the MMRP. Imposition of these mitigation measures will reduce potentially significant impacts to less than significant.

Mitigation Measure GHG-1 Prior to issuance of building permits, project applicants for future development within the Buildout Area shall demonstrate to the satisfaction of the City of Cypress (City) Planning Division that the proposed buildings incorporate feasible greenhouse gas (GHG) reduction strategies consistent with current State and local

decarbonization goals. Compliance shall be demonstrated through building plans, energy modeling, California Green Building Standards Code (CALGreen Code) checklists, or similar documentation submitted during the plan check process, as deemed necessary by the City.

Future project applicants shall comply with either the All-Electric Design Path or the Efficient Mixed-Fuel Design Path, as described below:

Preferred Compliance Path: All Electric Design - Future development shall be designed and constructed without natural gas infrastructure or natural gas appliances. All space heating, water heating, cooking, and clothes drying systems shall be fully electric. Electrical service panels shall be sized to accommodate expected loads and future electrification needs.

Alternative Compliance Path: Efficient Mixed-Fuel Design - If a project proposes to install natural gas infrastructure or natural gas appliances, the project applicant shall implement a combination of GHG reduction measures sufficient to minimize GHG emissions from natural gas usage to the maximum extent feasible. Measures may include, but are not limited to, the following:

- Exceed Title 24, Part 6 (Building Energy Efficiency Standards) performance requirements by 10–20 percent, where feasible, as demonstrated through energy modeling or prescriptive compliance documentation.
- Install on-site solar photovoltaic (PV) systems to the maximum feasible extent, including on rooftops and parking canopy structures, where structurally and technically feasible.
- Provide electric-ready infrastructure, including service panel capacity, conduit, wiring, and dedicated circuits, to allow future conversion to all-electric appliances and systems.
- Design buildings to achieve, at minimum, Leadership in Energy and Environmental Design (LEED) Silver certification or an equivalent third-party green building rating.
- Install programmable thermostats, advanced metering infrastructure, and smart home energy management systems.
- Provide heating, ventilation, and air conditioning (HVAC) commissioning consistent with CALGreen Code Sections

5.410.2–5.410.4, including a commissioning plan, functional performance testing, and a commissioning report.

- Install cool roof materials meeting an aged solar reflectance of ≥ 0.30, or the most current CALGreen Code requirement, whichever is more stringent.
- Provide infrastructure to accommodate up to 50 percent recycled water use for landscape irrigation, where recycled water supply is available.
- Use water-efficient irrigation systems, minimize turf, and incorporate native, low-water, or drought-tolerant plant species.
- Install rainwater harvesting systems, where feasible.
- Prohibit or restrict the use of potable water for cleaning non-vegetated outdoor surfaces and prohibit systems that apply water to hardscape surfaces.
- Implement and maintain robust solid waste diversion programs, including recycling and organic waste collection consistent with Senate Bill (SB) 1383 requirements.

All selected GHG reduction measures shall be clearly identified on improvement plans and construction drawings. Compliance with this measure shall be verified by City staff during plan check and confirmed through building inspection prior to final occupancy.

Mitigation Measure AIR-1 *Refer to Section 6.3 of this document.*

Mitigation Measure TRA-1 *Refer to Section 6.17 of this document.*

Supportive Evidence: Please refer to pages 4.8-14 through 4.8-30 of the Draft EIR prepared for the proposed project.

5.9 HAZARDS AND HAZARDOUS MATERIALS

Threshold 4.9.2: Significant Hazards Through Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials into the Environment: Less Than Significant Impact with Mitigation Incorporated

The Buildout Area was historically used for agricultural purposes until approximately 1947; however, subsequent site development beginning in the 1950s reworked near-surface soils, and hazardous materials associated with past agricultural use are not anticipated to remain. The Phase I ESA prepared for the proposed project concluded that there is no evidence of Recognized Environmental

Conditions (RECs) within the Buildout Area. However, one Controlled Recognized Environmental Condition (CREC) was identified related to the historical removal of underground storage tanks (USTs) and associated remediation activities, which received regulatory closure from the Orange County Health Care Agency (OCHCA) in 1996 with a requirement for notification upon land use change. The Phase I ESA also identified a Historical Recognized Environmental Condition (HREC) associated with a removed UST and a Business Environmental Risk (BER) related to the potential presence of asbestos-containing materials (ACMs) and lead-based paint (LBP) in existing structures.

Future development would include demolition and site preparation activities, during which there is potential for exposure to these materials. The identified presence of a CREC, an HREC, and a BER in association with the Buildout Area represents a potentially significant impact associated with creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. To address this potentially significant impact, the Phase I ESA recommended preparation and implementation of an Operations and Maintenance (O&M) Plan to safely manage the suspect ACMs and LBP associated with the existing buildings within the Buildout Area and the notification of the OCHCA as required in the case closure summary from 1996 for the CREC. No additional subsurface investigations were recommended. Future development facilitated by the proposed project would be required to implement these recommendations, as detailed in Mitigation Measure HAZ-1.

In addition, compliance with applicable federal, State, and local regulations, including South Coast Air Quality Management District Rule 1403, would ensure proper handling, abatement, and disposal of hazardous materials. In accordance with SCAQMD Rule 1403, a comprehensive asbestos survey would be required prior to demolition. All identified ACMs and suspect materials would be removed by a certified asbestos abatement contractor in accordance with applicable regulations. Therefore, with implementation of Mitigation Measure HAZ-1, impacts related to hazardous materials would be less than significant with mitigation incorporated.

Finding: Pursuant to PRC Section 21081(a) and *State CEQA Guidelines* Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant effect on the environment to below a level of significance with Mitigation Measure HAZ-1.

Mitigation Measures: Based upon the analysis presented in Section 4.9, Hazards and Hazardous Materials, of the Draft EIR, which is incorporated herein by reference, Mitigation Measure HAZ-1 below is feasible and is made binding through the MMRP. Imposition of this mitigation measure will reduce potentially significant impacts to less than significant.

Mitigation Measure HAZ-1 Prior to the issuance of a building permit, a future project applicant/ developer shall demonstrate the recommendations provided in the Phase I Environmental Site Assessment (Phase I ESA) prepared for the Buildout Area have been, or will be, implemented. Recommendations provided in the Phase I ESA include the following:

- Preparation and implementation of an Operations and Maintenance (O&M) Program in order to safely manage the suspect asbestos-containing materials (ACMs) and/or lead-based paint (LBP) associated with the existing structures located within the Buildout Area; and

- Providing a copy of this Draft Environmental Impact Report (EIR) and the Notice of Completion (NOC) to the Orange County Health Care Agency (OCHCA) in order to notify them of the proposed change in land use facilitated under the proposed project.

Supportive Evidence: Please refer to pages 4.9-13 and 4.9-14 of the Draft EIR prepared for the proposed project.

Threshold 4.9.4: Location on a Site Included on a List of Hazardous Materials Sites Compiled Pursuant to Government Code Section 65962.5, Creating a Significant Hazard to the Public or the Environment: Less Than Significant Impact with Mitigation Incorporated

Database searches, including a search of the GeoTracker and Superfund databases, determined that the Buildout Area is not listed on the Cortese List compiled pursuant to Government Code Section 65962.5, and is not a recorded Superfund site. In addition, as part of the Phase I ESA for the Buildout Area, a comprehensive regulatory database search was conducted to identify potential environmental concerns within a defined radius of the site. The search identified multiple listings in databases such as the Aboveground Storage Tank (AST) database, California Environmental Reporting System (CERS) Tank, Cleanup Sites, Department of Toxic Substances Control Hazardous Waste Tracking System (HAZNET), Leaking Underground Storage Tank (LUST), and Resource Conservation and Recovery Act Small Quantity Generator (RCRA-SQG). None of these listings, however, were determined to be RECs or HRECs.

However, impacts associated with the release of hazardous materials into the environment through reasonably foreseeable upset and accident conditions would be reduced to less than significant with adherence to existing regulatory requirements, including notification to OCHCA for the CREC, compliance with SCAQMD Rule 1403 for ACMs, and implementation of Mitigation Measure HAZ-1, requiring implementation of the recommendations provided in the Phase I ESA.— Additionally, because the Buildout Area is not included on a hazardous materials site list compiled pursuant to Government Code Section 65962.5, the proposed project would not create a significant hazard to the public or environment. Therefore, with incorporation of Mitigation Measure HAZ-1, impacts would be less than significant.

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Pursuant to PRC Section 21081(a) and *State CEQA Guidelines* Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project that

avoid or substantially lessen the significant effect on the environment to below a level of significance with Mitigation Measure HAZ-1.

Mitigation Measures: Based upon the analysis presented in Section 4.9, Hazard and Hazardous Materials, of the Draft EIR, which is incorporated herein by reference, Mitigation Measure HAZ-1 above is feasible and is made binding through the MMRP. Imposition of this mitigation measure will reduce potentially significant impacts to less than significant.

Mitigation Measure HAZ-1 *See above.*

Supportive Evidence: Please refer to pages 4.9-15 and 4.9-16 of the Draft EIR prepared for the proposed project.

5.10 HYDROLOGY AND WATER QUALITY

Threshold 4.10.21: Impacts to Aquatic, Wetland, or Riparian Habitat: Less Than Significant Impact

No riparian habitat currently exists within the Buildout Area. However, five potential jurisdictional water resources currently exist within the Buildout Area, including three artificial ponds, one drainage feature, and one detention basin. The three artificial ponds are located within the LARC racetrack area and are manmade. As such, the ponds are hydrologically isolated and not subject to regulation by the USACE. However, these ponds still have the potential to be regulated by the Santa Ana RWQCB under the State Porter-Cologne Water Quality Control Act and by the California Department of Fish and Wildlife (CDFW) under Section 1600 of the Fish and Game Code. In addition, the field survey performed as part of the Biological Resources Assessment (BRA) (**Appendix C** of the Draft EIR) indicated that the ponds contained hydrophytic vegetation along portions of their shoreline, including species that would be considered wetland indicators. Therefore, these portions of the ponds may be classified as wetlands under the Santa Ana RWQCB's jurisdiction.

The existing detention basin is located along the southern Buildout Area boundary, at the northwest corner of the existing residential development located south of the Buildout Area, and the existing drainage feature extends east from this detention basin. The drainage feature originates from a culvert beneath the road just northwest of the existing parking lot. This drainage is an ephemeral, earthen bottom drainage created to carry stormwater. Sparse ruderal vegetation was observed within this drainage area. Therefore, the drainage is expected to be regulated by the Santa Ana RWQCB and CDFW; however, the BRA did not determine if it would be regulated by the USACE. The detention basin is a manmade basin entirely lined with polyethylene created to capture flows and appears to divert accumulated water into the adjacent drainage that terminates into an underground drain system. Similar to the drainage feature, the detention basin is expected to be regulated by the Santa Ana RWQCB and CDFW; however, the BRA did not determine if it would be regulated by the USACE.

According to the BRA, if impacts to these features are expected, regulatory permits may be required, including those under Section 404 of the CWA as administered by the USACE, the Water Quality Certification under Section 401 of the CWA or Waste Discharge Requirements under the Porter-Cologne Water Quality Control Act as administered by the Santa Ana RWQCB, or the

Streambed Alteration Agreement under Section 1602 of the California Fish and Game Code as administered by CDFW, as detailed in Mitigation Measure BIO-1. Therefore, with implementation of Mitigation Measure BIO-1, potential impacts on aquatic, wetland, or riparian habitat with implementation of the proposed project would be less than significant.

Finding: Pursuant to PRC Section 21081(a) and *State CEQA Guidelines* Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant effect on the environment to below a level of significance with Mitigation Measure BIO-1.

Mitigation Measures: Based upon the analysis presented in Section 4.10, Hydrology and Water Quality, of the Draft EIR, which is incorporated herein by reference, Mitigation Measure BIO-1 below are feasible and are made binding through the MMRP. Imposition of these mitigation measures will reduce potentially significant impacts to less than significant.

Mitigation Measure BIO-1 *Refer to Section 5.4 of this document*

Supportive Evidence: Please refer to pages 4.10-47 and 4.10-48 of the Draft EIR prepared for the proposed project.

5.11 LAND USE AND PLANNING

No impacts were identified as potentially significant.

5.12 MINERAL RESOURCES

No impacts were identified as potentially significant.

5.13 NOISE

No impacts were identified as potentially significant.

5.14 POPULATION AND HOUSING

No impacts were identified as potentially significant.

5.15 PUBLIC SERVICES

No impacts were identified as potentially significant.

5.16 RECREATION

No impacts were identified as potentially significant.

5.17 TRANSPORTATION

No impacts were identified as potentially significant.

5.18 TRIBAL CULTURAL RESOURCES

Threshold 4.18.1: Substantial Adverse Change in the Significance of a Tribal Cultural Resource That is Listed or Eligible for Listing in the California Register or in a Local Register of Historical Resources as Defined in PRC Section 5020.1(k): Less Than Significant Impact with Mitigation Incorporated

The City consulted with tribal representatives traditionally or culturally affiliated with the Buildout Area pursuant to the requirements outlined in Assembly Bill (AB) 52. Most tribes deferred comment or declined consultation; however, the Gabrieleño Band of Mission Indians – Kizh Nation responded and requested consultation with the City regarding the proposed project. On May 27, 2025, the City provided suggested mitigation measures relating to the protection of tribal cultural resources to the Gabrieleño Band of Mission Indians - Kizh Nation, as detailed in Mitigation Measures TCR-1 through TCR-4. On July 14, 2025, the Gabrieleño Band of Mission Indians - Kizh Nation requested on-site tribal monitoring during all ground-disturbing activities, including areas containing previously disturbed soils or fill. Although no tribal cultural resources have been identified within the Buildout Area, ground-disturbing activities associated with future development could potentially uncover previously unknown resources, including Native American human remains, resulting in a potentially significant impact to tribal cultural resources.

However, future development facilitated under the proposed project would be required to adhere to Regulatory Compliance Measures CUL-1 and CUL-2, which detail provisions in the event that previously unknown cultural resources, including human remains, are discovered during ground-disturbing construction activities, consistent with CCR Section 15064.5(e) and State Health and Safety Code Section 7050.5. In addition, the proposed project would be required to implement Mitigation Measures TCR-1 through TCR-4. These mitigation measures include required tribal cultural resources training and ALERT sheet posting, on-site tribal monitoring during ground disturbance of native sediment, and provisions in the event that previously unknown tribal cultural resources (including human remains and funerary objects) are discovered during ground-disturbing construction activities. Adherence to these mitigation measures, along with Regulatory Compliance Measures CUL-1 and CUL-2 for the treatment of unknown archaeological resources and human remains, would reduce potential impacts on previously unknown tribal cultural resources to less than significant. Therefore, the proposed project would have less than significant impacts on tribal cultural resources with mitigation incorporated.

Finding: Pursuant to PRC Section 21081(a) and *State CEQA Guidelines* Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant effect on the environment to below a level of significance with Mitigation Measures TCR-1 through TCR-4.

Regulatory Compliance Measures: Regulatory Compliance Measures CUL-1 and CUL-2 would be applicable and implemented for the proposed project.

Mitigation Measures: Based upon the analysis presented in Section 4.18, Tribal Cultural Resources, of the Draft EIR, which is incorporated herein by reference, Mitigation Measures TCR-1 through TCR-

4 below are feasible and are made binding through the MMRP. Imposition of these mitigation measures will reduce potentially significant impacts to less than significant.

Mitigation Measure TCR-1

Tribal Cultural Resources Training and ALERT Sheet Posting. Prior to the start of any ground-disturbing activities, a qualified archaeologist meeting the Secretary of the Interior standards, in consultation with a representative from a traditionally and culturally affiliated Native American Tribe, under the direction of the City of Cypress Planning Division, shall prepare a Cultural Resources Sensitivity Summary. This summary shall include a brief description of the types of archaeological and tribal cultural resources that may be encountered, visual examples (if available), reporting procedures in the event of a discovery, and appropriate contact information.

The summary shall be printed and posted in a visible location at the construction site for the duration of all ground-disturbing activities.

An initial worker environmental training shall be provided by a qualified archaeologist in collaboration with a tribal representative prior to the start of construction, under the direction of the City of Cypress Planning Division. The training shall include a review of applicable laws, procedures to follow if resources are discovered, and cultural sensitivity guidance. A sign-in sheet shall be maintained to document attendance. As construction progresses, the construction manager shall be responsible for ensuring that all new personnel receive the same information through on-site orientation and review of the posted materials. Documentation of ongoing training shall be maintained and made available to the City upon request.

Mitigation Measure TCR-2

Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities. Prior to the issuance of any grading permits for projects within the Buildout Area that would require "ground-disturbing activity," where such disturbance activity would occur in undisturbed native sediment, a future project applicant/City shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching on both on-site and any off-site locations that are included in the Project Description/ definition and/or required in connection with the projects, such as public improvement work.

A copy of the executed monitoring agreement shall be submitted to the Director of the City of Cypress Community Development

Department, or their designee, prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The tribal monitor shall also provide appropriate insurance certificates.

The monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs shall identify and describe any discovered tribal cultural resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, "TCRs"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the future project applicant/City upon written request to the Tribe.

On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Tribe from a designated point of contact for the future project applicant/City that all ground-disturbing activities and phases that may involve ground-disturbing activities in native (previously undisturbed) soil has occurred (i.e., no tribal monitoring shall be required for landscaping activities occurring after completion of project grading and trenching, as this soil will have been previously monitored) or in connection with the project are complete; or (2) a determination and written notification by the Tribe to the future project applicant/City that no future, planned construction activity and/or development/ construction phase associated with the project possesses the potential to impact TCRs.

Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Tribe's monitor and/or archaeologist. The Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural, and/or historic purposes.

Mitigation Measure TCR-3

Unanticipated Discovery of Human Remains and Associated Funerary Objects. Native American human remains are defined in Public Resources Code (PRC) Section 5097.98 (d)(1) as an

inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC Section 5097.98, are also to be treated according to this statute.

If Native American human remains and/or grave goods are discovered or recognized during ground-disturbing activities associated with projects within the Buildout Area, then all construction activities shall immediately cease within 50 feet of the find. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the Coroner has determined the nature of the remains. If the Coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC), and PRC Section 5097.98 shall be followed.

Human remains and grave/burial goods shall be treated alike per PRC Section 5097.98(d)(1) and (2).

If Native American human remains are discovered or recognized on any construction sites within the Buildout Area during ground-disturbing activities and the NAHC subsequently identifies the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe) to be the Most Likely Descendant (MLD), construction activities may resume in other parts of the construction site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Tribe determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Tribe's monitor and/or archaeologist deems necessary). (*State CEQA Guidelines* Section 15064.5(f).)

Preservation in place (i.e., avoidance) is the Tribe's preferred manner of treatment for discovered human remains and/or burial goods.

Any discovery of human remains/burial goods shall be kept confidential to the extent feasible to prevent further disturbance.

Mitigation Measure TCR-4 **Procedures for Burials and Funerary Remains.** If Native American human remains are discovered or recognized on any construction sites within the Buildout Area during ground-disturbing activities and the Native American Heritage Commission subsequently

identifies the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe) to be the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy, as described below, shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

In the event preservation in place is not possible despite good faith efforts by the future project applicant/City and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within 6 months of recovery. The site of reburial/repatriation shall be on the project site but at a

location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Supportive Evidence: Please refer to pages 4.18-6 through 4.18-12 of the Draft EIR prepared for the proposed project.

5.19 UTILITIES AND SERVICE SYSTEMS

No impacts were identified as potentially significant.

5.20 WILDFIRE

No impacts were identified as potentially significant.

6.0 FINDINGS REGARDING SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS WHICH CANNOT BE MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

The City finds, based upon the analysis presented in Chapter 4.0 of the Draft EIR, that the following environmental effects of the proposed project cannot be avoided or reduced to less than significant with incorporation of feasible mitigation measures identified in the Draft EIR. Some of these impacts can be reduced, although not to a less than significant level, through implementation of mitigation measures identified in the Draft EIR (PRC Section 21081(a)(1)). However, impacts would remain significant and unavoidable.

Section 15126(b) of the *State CEQA Guidelines*, requires a description of any significant environmental effects that cannot be avoided if the proposed project is implemented.

6.1 AESTHETICS

No impacts were identified as significant and unavoidable.

6.2 AGRICULTURE AND FORESTRY RESOURCES

No impacts were identified as significant and unavoidable.

6.3 AIR QUALITY

Threshold 4.3.1: Conflict with or Obstruct Implementation of the Applicable Air Quality Plan: Significant and Unavoidable Impact

The proposed project would be consistent with Indicator 2 as the proposed project would not exceed the growth assumptions in Connect SoCal 2024 or the 2022 Air Quality Management Plan (AQMP). However, the proposed project would have the potential to conflict or obstruct implementation of applicable air quality plans under Indicator 1 of the South Coast Air Quality Management District's (SCAQMD) 2022 AQMP because buildout of the proposed project would result in significant and unavoidable long-term operational pollutant emissions. Specifically, long-term operational emissions associated with the proposed project would exceed the SCAQMD's established significance thresholds including for area, energy, and mobile source emissions, even with implementation Mitigation Measure AIR-1 and Mitigation Measure TRA-1.

Although there is no feasible mitigation to reduce operational pollutant emissions to a less than significant level, Mitigation Measure AIR-1 and Mitigation Measure TRA-1 would incorporate design features that would contribute to reducing criteria air pollutant emissions generated during operational activities associated with the proposed project. Therefore, since the proposed project would conflict with Indicator 1, impacts would be significant and unavoidable.

Mitigation Measures: Based upon the analysis presented in Section 4.3, Air Quality, of the Draft EIR, which is incorporated herein by reference, Mitigation Measure AIR-1 and Mitigation Measure TRA-1 are feasible and are made binding through the MMRP. Implementation of these mitigation

measures will reduce impacts associated with conflicts with or obstruction of implementation of the applicable air quality plan but will not reduce potentially significant impacts to less than significant. As such, the impact remains significant and unavoidable.

Mitigation Measure AIR-1

Prior to issuance of grading permits for development projects in the Buildout Area, a future project applicant in collaboration with the City of Cypress Planning Division shall identify project design details and specifications, where feasible, to document implementation and compliance with emission reduction measures. The City of Cypress Planning Division shall verify compliance through: (1) review and approval of construction drawings and building permit submittals demonstrating incorporation of the emission-reduction measures; (2) documentation or reporting from the contractor or a future project applicant, as deemed necessary by the City of Cypress Planning Division, demonstrating adherence to approved measures.

The measures below shall be implemented and updated as necessary as they are considered feasible and effective in reducing criteria pollutant emissions generated by the project. These measures shall be reviewed and updated in accordance with the most recent emission-reduction and emission-minimization guidance available, including, at a minimum, the California Air Pollution Control Officers Association (CAPCOA) 2024 guidance. A future project applicant shall incorporate all feasible and updated measures into the final construction drawings, building plans, and contractor specifications for City review, including, but not limited to, the following:

- Provide building access and paths which are physically separated from street parking lot traffic and that eliminate physical barriers such as walls, berms, landscaping and slopes that impede the use of pedestrians, bicycle facilities, or public transportation vehicles.

- Provide continuous sidewalks separated from the roadway by landscaping and on street parking.

- Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.

- Provide preferential parking spaces near the entrance of buildings for those who carpool/vanpool/rideshare and provide signage.

- Install electric vehicle charging capabilities that meet the requirements of the latest version of the California Green Building Standards Code (CALGreen Code) Tier 2 Voluntary Standards.
- Install ENERGY STAR certified heating, cooling, and lighting devices, and appliances or equivalent.
- Install only electric fireplaces.
- Install low-flow water fixtures.
- Utilize energy-efficient design features, including appropriate site orientation, use of lighter color roofing and building materials, and use of deciduous shade trees and windbreak trees to reduce fuel consumption for heating and cooling.
- Use light-colored paving and roofing materials.
- Use low-volatile organic compound (VOC) paints with 10 grams per liter or less.
- Require the use of all-electric landscaping equipment.
- Maximize the planting of trees in landscaping and parking lots.

Mitigation Measure TRA-1 *Refer to Section 6.17 of this document.*

Supportive Evidence: Please refer to pages 4.3-21 through 4.3-24 of the Draft EIR prepared for the proposed project.

Cumulatively Considerable Net Increase of a Criteria Pollutant for Which the Region is Non-Attainment Under an Applicable Federal or State Ambient Air Quality Standard: Significant and Unavoidable Impact

During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by demolition, grading, paving, building, and other activities. Emissions from construction equipment are also anticipated and would include carbon monoxide (CO), NO_x, VOCs, directly emitted particulate matter ($PM_{2.5}$ and PM_{10}), and TACs such as diesel exhaust particulate matter.

Construction activities would include demolition, site preparation, grading, building construction, architectural coating, and paving activities. Construction-related effects on air quality are typically greatest during the demolition, grading, and site preparation phases due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Unless properly controlled, vehicles leaving construction sites would deposit dirt and mud on local streets,

which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, sulfur dioxide (SO_2), NO_X, VOCs, and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for future development envisioned under the proposed project using CalEEMod. This analysis includes two model runs to evaluate a worst-case construction scenario. The first model run evaluates construction emissions associated with full buildout of the proposed project, including the development of up to 1,791 additional residential units and 440,000 square feet of non-residential development within the Buildout Area.

The second model run includes a phased approach to grading that includes the simultaneous grading of multiple development areas to reflect a conservative worst-case construction scenario during grandstand demolition and grading only. Results of both analyses are described below.

Construction emissions were estimated for full buildout of the future development allowed under the proposed project using CalEEMod. Specific construction information for specific development projects, such as construction phasing and schedule, is not yet known; however, construction of the entire Buildout Area is assumed to commence in 2026 and conclude in 2038, which was included in CalEEMod. Construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coatings (painting). TAIT, a licensed civil engineering firm, prepared grading estimates for buildout of the proposed project, concluding the proposed project would require the cut of 248,600 cubic yards of soil and fill of 333,500 cubic yards of soil, which would result in the net import of 84,900 cubic yards of soil. In addition, the proposed project would require the demolition of approximately 768,360 square feet of existing buildings. Based on information provided by the Project Applicant, demolition activities would require up to four excavators, two track loaders, a crawler crane, and several bobcats/backhoes. This analysis also assumes the use of Tier 2 construction equipment and that the proposed project would comply with SCAQMD Rule 403 measures. Assuming the use of Tier 2 construction equipment is conservative as construction contractors often typically use Tier 2 or cleaner equipment due to their wide availability.

As described above, in order to provide a conservative analysis of the construction impacts associated with the proposed project, this supplemental analysis evaluates the simultaneous grading of five projects in multiple land use districts. This supplemental analysis is for informational purposes only to evaluate a potential worst-case scenario for grading activities.

This analysis conservatively assumes that the grading for five development projects would simultaneously occur on Lots 2, 4, 7, 12 and 13, including all of Lots 4, 12 and 13, the southern 8

acres of Lot 2 and the northern 11 acres of Lot 7. Grading activities associated with the five development projects would require the cut of 202,000 cubic yards of soil and fill of 263,000 cubic yards of soil, which would result in the net import of 61,000 cubic yards of soil.

Consistent with a conservative worst-case approach, this supplemental analysis uses default construction equipment assumptions in CalEEMod, including a Tier 2 equipment fleet, and assumes compliance with SCAQMD Rule 403 dust control measures.

Long-term air pollutant emission impacts that would result from future buildout envisioned under the proposed project are those that are associated with mobile sources (e.g., vehicle trips), energy sources (e.g., natural gas), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment).

Mobile source emissions include VOC and NO_X emissions, which contribute to the formation of ozone. Additionally, PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. Energy source emissions would typically result from activities in buildings for which natural gas is used. Typically, area source emissions consist of direct sources of air emissions located at a project site, including architectural coatings, consumer products, and the use of landscape maintenance equipment. This analysis utilizes default assumptions for architectural coatings, the use of consumer products (including cleaning supplies, kitchen aerosols, cosmetics and toiletries), and landscape maintenance equipment.

Development within the Buildout Area would occur on a project-by-project basis and the specific design and sequencing of those projects cannot be determined at this time. The exact timing of implementation and phasing for the Buildout Area may vary based on a number of factors, including market and economic demands, as well as physical constraints or timing of roadway/infrastructure improvements. As such, it is possible that construction activities would still be underway while parts of the proposed project become operational. Since the proposed project is a programmatic level document and the timing of projects that would be developed under the Specific Plan are unknown at this time, the precise combination of emissions that would occur is unknown.

However, since operational emissions would exceed SCAQMD thresholds, it is assumed that construction and operational emissions combined would exceed the significance threshold established by the SCAQMD for daily project emissions. Two feasible mitigation measures were identified aimed at reducing operational emissions, Mitigation Measure AIR-1 and Mitigation Measure TRA-1.

With implementation of Mitigation Measure AIR-1 and Mitigation Measure TRA-1, NO_x emissions would be reduced to below the SCAQMD's significance criteria. However, VOC emissions would still exceed the SCAQMD's significance criteria. While Mitigation Measure AIR-1 and Mitigation Measure TRA-1 would incorporate design features that would contribute to reducing criteria air pollutant emissions generated during operational activities associated with the full buildout envisioned under proposed project; the long-term operational VOC emissions associated with the proposed project would cumulatively contribute to the nonattainment designations in the Basin and project impacts would not be lowered below SCAQMD thresholds.

The majority of the proposed project's operational-source emissions are generated by passenger cars associated with trips generated by the project. Even with potential vehicle miles traveled (VMT) reductions required in Mitigation Measure TRA-1, VOC emissions would remain above the SCAQMD thresholds. As there are no additional feasible mitigation measures that would reduce project operational-source VOC emissions to a less than significant level proposed project operation would result in a significant and unavoidable impact related to a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard.

Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the vicinity of the Buildout Area. Localized air quality impacts would occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile-source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, CO disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the Buildout Area are above or below State and federal CO standards. Because ambient CO levels are below the standards throughout the Basin, a project would be considered to have a significant CO impact if project emissions result in an exceedance of one or more of the 1-hour or 8-hour standards.

Full buildout envisioned under the proposed project would generate 21,041 net new average daily trips, 1,019 a.m. peak-hour trips, and 1,418 p.m. peak-hour trips. As discussed in the proposed project's Traffic Study, under Existing Conditions, all study intersections currently operate at acceptable levels of service. As described in the Traffic Study, even with the improvements recommended in the Traffic Study, four intersections and roadway segments would continue to operate at deficient levels of service (LOS) during peak hours. However, given the extremely low level of CO concentrations in the Buildout Area, project-related vehicles are not expected to result in CO concentrations exceeding the State or federal CO standards. Impacts related to CO hot spots would be less than significant, and no mitigation is required.

Mitigation Measures: Based upon the analysis presented in Section 4.3, Air Quality, of the Draft EIR, which is incorporated herein by reference, Mitigation Measure AIR-1 and Mitigation Measure TRA-1 are feasible and are made binding through the MMRP. Implementation of these mitigation measures will reduce impacts associated with conflict with or obstruction of implementation of the applicable air quality plan but will not reduce potentially significant impacts to less than significant. No additional feasible mitigation measures have been identified that would reduce these impacts to a less than significant level. As such, the impact remains significant and unavoidable.

Supportive Evidence: Please refer to pages 4.3-24 through 4.3-32 of the Draft EIR prepared for the proposed project.

6.4 BIOLOGICAL RESOURCES

No impacts were identified as potentially significant.

6.5 CULTURAL RESOURCES

Threshold 4.5.1: Adverse Change in the Significance of a Historical Resource: Significant and Unavoidable Impact

The proposed project would have the potential to result in a substantial adverse change to a historical resource under CEQA because implementation of the proposed project would require demolition of the character-defining features of the Los Alamitos Race Course (LARC) property, including the grandstand, quarter-mile chute, and pre-1970 racetrack. Demolition is considered a material impairment of the historical resource, and no feasible mitigation measures are available to fully mitigate the demolition of a historical resource to a less than significant level. Implementation of mitigation measures could reduce significant adverse impacts but not completely mitigate or avoid the significant impact. If the historical significance of the building is thoroughly documented, well photographed, and publicly available, the demolition of the building would have a reduced impact on the historical significance of the building, though the impact would still be significant.

Although there is no feasible mitigation to avoid demolition of the historical resource, the proposed project would be required to implement Mitigation Measures CUL-1 through CUL-3, which requires which requires that photographs and memorabilia, including brochures, promotional flyers, marketing materials, special events announcements, and the like (or copies of the same) be available to a local library or an Orange County-based historical society, a historical marker or the Vessels' name, the track logo, racing terminology, and/or the names or likenesses (e.g., statuary, wall or garden art, and photographs) of noteworthy Quarter Horses, and documentation of the historic resource in accordance with the Historic American Building Survey (HABS) standards. Because implementation of the proposed project would demolish the character-defining features of the LARC Property, implementation of the proposed project would result in a substantial adverse change to a historic architectural resource under CEQA. Implementation of Mitigation Measures CUL-1 through CUL-3 would require documenting the character-defining features of LARC Property, but it would not avoid demolition of the character-defining features; therefore, impacts to built-environment historic resources as defined in *State CEQA Guidelines* Section 15064.5 would be significant and unavoidable.

Mitigation Measures: Based upon the analysis presented in Section 4.5, Cultural Resources, of the Draft EIR, which is incorporated herein by reference, Mitigation Measures CUL-1 through CUL-3 listed below are feasible and are made binding through the MMRP. Implementation of these mitigation measures will reduce impacts associated with the adverse change in the significance of a historical resource but will not reduce potentially significant impacts to less than significant. **As such, the impact remains significant and unavoidable.**

Mitigation Measure CUL-1 Prior to demolition activities of any character-defining features, the owner of Los Alamitos Race Course, or subsequent project proponents, shall make photographs and memorabilia, including brochures, promotional flyers, marketing materials, special events announcements and the like (or copies of the same) available to a local library or an Orange County-based historical society:

a. For use in an exhibit(s) about horse racing, quarter horses, Frank Vessels, Sr., the Vessels family, pari-mutuel betting and/or the history of Cypress; and/or

b. To be part of a permanent archive for research purposes.

Mitigation Measure CUL-2 Require future development on portions of the Los Alamitos Race Course property to incorporate one or more of the following:

a. A historical marker that provides information about Frank Vessels, Sr. and Los Alamitos Race Course. The marker should be clearly visible and accessible to the public.

b. The Vessels' name, the track logo, racing terminology, and/or the names or likenesses (e.g., statuary, wall or garden art, and photographs) of noteworthy Quarter Horses (such as Clobber, Go Man Go, or Moonist).

Mitigation Measure CUL-3 Prior to, or in conjunction with, approval of any demolition or development permits that involves the destruction of any portion of the Los Alamitos Race Course property, the Project Applicant should be required to commission documentation of the property in the form of Historic American Building Survey (HABS)-like documentation that complies with the Secretary of the Interior's Standards for Architectural and Engineering Documentation (NPS 1990), if any of the character-defining features as identifies are still present. The documentation should generally follow the HABS Level III requirements and include digital photographic recordation of the complex, a detailed historic narrative report, and compilation of historic research. Photographic documentation should include:

- General views of the site and landscape as a whole
- Photographs of the 550-yard chute, track, and winner's circle
- Photographs of each exterior elevation of all buildings and structures in the complex
- Photographs of the interior of the Grandstand.

The documentation should be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History (NPS 1983). The original archival-quality documentation shall be offered as donated material to the following entities: South Central Coastal Information Center at CSU Fullerton, Preserve Orange County, the Orange County Historical Society and other repositories to be determined such as local libraries and the American Quarter Horse Association Hall of Fame.

Supportive Evidence: Please refer to pages 4.5-14 through 4.5-17 of the Draft EIR prepared for the proposed project.

6.6 ENERGY

No impacts were identified as significant and unavoidable.

6.7 GEOLOGY AND SOILS

No impacts were identified as significant and unavoidable.

6.8 GREENHOUSE GAS EMISSION

No impacts were identified as significant and unavoidable.

6.9 HAZARDS AND HAZARDOUS MATERIALS

No impacts were identified as significant and unavoidable.

6.10 HYDROLOGY AND WATER QUALITY

No impacts were identified as significant and unavoidable.

6.11 LAND USE AND HOUSING

No impacts were identified as significant and unavoidable.

6.12 MINERAL RESOURCES

No impacts were identified as significant and unavoidable.

6.13 NOISE

No impacts were identified as significant and unavoidable.

6.14 POPULATION AND HOUSING

No impacts were identified as significant and unavoidable.

6.15 PUBLIC SERVICES

No impacts were identified as significant and unavoidable.

6.16 RECREATION

No impacts were identified as significant and unavoidable.

6.17 TRANSPORTATION

Threshold 4.17.2: Conflicts or Inconsistencies with CEQA Guidelines Section 15064.3(b): Significant and Unavoidable Impact

A VMT screening was conducted to determine whether the proposed project could be screened out from a project-specific VMT analysis. The results of the VMT screening determined that the proposed project does not meet the High Quality Transit Area (HQTA) or Low VMT Area screening criteria, but does qualify as a neighborhood-serving retail development under the Governor's Office of Land Use and Climate Innovation's (LCI) (previously the Governor's Office of Planning and Research [OPR]) 2018 *Technical Advisory on Evaluating Transportation Impacts In CEQA* (LCI Technical Advisory). A supplemental quantitative analysis conducted in accordance with the County Guidelines confirmed that the proposed project's non-residential uses result in a less than significant VMT impact, supporting the conclusion that the proposed project satisfies both the intent and technical requirements for VMT screening. While the proposed project's non-residential uses qualify as neighborhood-serving retail under the LCI Technical Advisory and are presumed to result in a less than significant VMT impact, the residential component does not meet any screening criteria and therefore requires a full quantitative VMT analysis.

Consequently, a full VMT analysis was conducted for the proposed residential uses in accordance with the County Guidelines. To calculate VMT for the proposed project, the Orange County Transportation Analysis Model (OCTAM) was run for both existing plus project (2019) and cumulative plus project (2050) scenarios, and calculations from the relevant OCTAM output files were completed to estimate the anticipated Home-Based VMT for the project's Traffic Analysis Zone (TAZ). The City's threshold of significance for a project's VMT impact with respect to residential uses, based on the County Guidelines, is 13.21 VMT per capita (15 percent below the existing regional average). The results show that the residential VMT would exceed the County threshold of 13.21 VMT per capita (15 percent below the regional average) by 11.6 percent, with 14.29 VMT per capita under existing conditions and 14.96 VMT per capita under cumulative conditions, indicating a potentially significant VMT impact.

As such, future residential development within the Buildout Area would be required to implement Mitigation Measure TRA-1, which requires the proposed project to reduce overall VMT in order to contribute to achieving the overall VMT reduction target established in this EIR of 11.6 percent. Mitigation Measure TRA-1 provides two Transportation Demand Management strategies for future residential development within the Buildout Area that would reduce VMT generated by the proposed project, including constructing or improving bike facilities and providing pedestrian network improvements. Constructing or improving bicycle facilities to connect the Buildout Area to the regional bicycle network would provide residents opportunities to bike rather than drive and is

estimated to reduce VMT by 0.1 percent. Providing pedestrian network improvements, including approximately 1.7 miles of new sidewalks along the Moody Street and Vessels Circle extensions and increasing the study area sidewalk length from 7.7 miles to 9.4 miles is estimated to reduce VMT by 1.1 percent by encouraging walking for short trips. Therefore, while the implementation of Mitigation Measure TRA-1 would reduce the residential VMT impact, the impact would remain above the established threshold for residential VMT and the residential VMT impact would be significant and unavoidable.

Mitigation Measures: Based upon the analysis presented in Section 4.17, Transportation, of the Draft EIR, which is incorporated herein by reference, Mitigation Measure TRA-1, is feasible and is made binding through the MMRP. Implementation of this mitigation measure will not reduce potentially significant impacts to less than significant. No additional feasible mitigation measures have been identified that would reduce these impacts to a less than significant level. As such, the impact remains significant and unavoidable.

Mitigation Measure TRA-1 Transportation Demand Management Strategies. The Development Agreement between the City of Cypress and the Project Applicant regarding the proposed project shall include a provision requiring that any future project applicants for subsequent residential development projects within the Buildout Area demonstrate the project's consistency with the measures set forth in Items 1 and 2 below that are applicable to such project prior to its approval to the satisfaction of the City of Cypress Planning Director.

1. **Construct or Improve Bike Facility (California Air Pollution Control Officers Association [CAPCOA] Handbook Strategy T-19-A):** This transportation demand management strategy requires the project to include a new bicycle facility or facilities or improve an existing facility that would connect the project to the existing regional bicycle network. The construction/ improvement of bicycle facilities would provide residents with the opportunity to bike to their destination rather than drive, reducing the number of vehicle trips and overall project generated vehicle miles traveled (VMT).

2. **Provide Pedestrian Network Improvement (CAPCOA Handbook Strategy T-18):** This transportation demand management strategy requires the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area.

Supportive Evidence: Please refer to pages 4.17-17 through 4.17-21 of the Draft EIR prepared for the proposed project.

6.18 TRIBAL CULTURAL RESOURCES

No impacts were identified as significant and unavoidable.

6.19 UTILITIES

No impacts were identified as significant and unavoidable.

6.20 WILDFIRE

No impacts were identified as significant and unavoidable.

7.0 FINDINGS REGARDING GROWTH INDUCING IMPACTS

Section 15126.2(d) of the *State CEQA Guidelines* requires that an EIR:

> "Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."

Additionally, *State CEQA Guidelines* Section 15126.2(e) specifies that growth does not necessarily imply impacts that are beneficial, detrimental, or of little significance to the environment. A project that meets any of these criteria may be considered growth inducing. To address these issues, potential growth-inducing effects were examined through analysis of the following questions:

- Would the project remove obstacles to, or otherwise foster, population growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development)?
- Would the project foster economic growth?
- Would approval of the project involve some characteristic that may encourage and facilitate other activities that could significantly affect the environment?

7.1.1 Removal of Obstacles to, or Otherwise Foster, Population Growth

The proposed project includes the reasonably foreseeable buildout of the Specific Plan, including the construction of up to 1,791 residential units and 440,000 square feet of non-residential space within the Buildout Area. In addition, buildout of the proposed project would include the expansion or extension of three existing roadways to serve the Buildout Area, including expanding a portion of Lexington Drive, the extension of Vessels Circle and the extension of Moody Street to connect to Siboney Street to serve the Buildout Area, consistent with the Circulation Plan included in the approved Specific Plan. As discussed in Section 4.14, Population and Housing, future development facilitated by the proposed project would result in a net increase of approximately 5,516 persons at full buildout. However, according to the Connect SoCal 2024 population projections, this population increase is within the expected population growth of 7,418 people estimated for the City of Cypress. Therefore, the increase in housing and population associated with buildout of the proposed project would be limited to fostering expected growth in the region and project vicinity.

As such, the proposed project is consistent with planned regional housing growth and planned population growth of the City. Although the proposed project would facilitate the development of new housing in the City, the new housing would not induce substantial unplanned population growth, as the proposed project is designed to meet the City's housing need. Therefore, the proposed project would not cause indirect substantial unplanned population growth through the extension of roads and other infrastructure. Impacts associated with unplanned population growth, directly or indirectly, would be less than significant and no mitigation would be necessary.

7.1.2 Foster Economic Growth

The proposed project consists of the reasonably foreseeable buildout allowed under the current Specific Plan, which City of Cypress voters approved on November 5, 2024, pursuant to "Measure S" as part of the Housing Element Implementation Project. The Specific Plan allows for a maximum of 1,926 residential units, including the units allowed on the seven-acre Melia Property, and up to 879,170 square feet of non-residential development.

Economic growth could be expected from buildout of the proposed project because it would allow for residential occupation within walking distance of commercial retail establishments. Buildout under the Specific Plan would encourage walkability within the area and could therefore provide retail establishments with an expanded consumer base and potentially increase commercial activity in the project vicinity. However, this increased commercial activity would be consistent with the City's economic development goals for the Buildout Area established in the previously approved Specific Plan. As a result, the proposed project is not considered to foster unplanned economic growth, and therefore, the proposed project would not result in any economic growth-inducing impacts.

7.1.3 Other Characteristics

Approval of the proposed project would not involve any characteristics that may encourage and facilitate other activities that could significantly affect the environment.

8.0 FINDINGS REGARDING PROJECT ALTERNATIVES

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that could substantially reduce or avoid the significant impacts of a project while also meeting the project's basic objectives. An EIR must identify ways to substantially reduce or avoid the significant effects that a project may have on the environment (PRC Section 21002.1). Accordingly, the discussion of alternatives shall focus on alternatives to a project or its location which are capable of avoiding or substantially reducing any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly. The alternative analysis included in the Draft EIR, therefore, identified a reasonable range of project alternatives focused on avoiding or substantially reducing the project's significant impacts.

The following alternatives were analyzed in the Draft EIR:

- No Project Alternative
- Historic Preservation Alternative
- Reduced Development Alternative (30%) Reduction

Based upon the analysis from Chapter 5, Alternatives, of the Draft EIR, the City finds, pursuant to CEQA Guidelines Section 15096(g)(2), that no feasible alternative or additional mitigation measure will substantially lessen any significant effect of the project, reduce the significant unavoidable impacts of the project to a level that is less than significant, or avoid any significant effect the project would have on the environment.

8.1 PROJECT OBJECTIVES

Section 15124(b) of the CEQA Guidelines states that the project description shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) of the CEQA Guidelines further states that "the statement of objectives should include the underlying purpose of the project."

As indicated in Section 3.4 of the Project Description, of the Draft EIR, the underlying purpose of the proposed project is to redevelop the Buildout Area in accordance with the voter-approved Specific Plan. As indicated on pages 3-13 to 3-14 of the Project Description, of the Draft EIR, the Project's basic and fundamental objectives are as follows:

1. 1. Provide a significant number of new residential units in the Buildout Area to help meet the unmet demand for housing in the City and the project vicinity, consistent with the City's Housing Element and the Cypress Town Center and Commons Specific Plan 3.0 approved by the voters of the City of Cypress.

2. Establish a mixed-use town center that is intended to be the City's "main street" and a gathering place for the community with a vibrant mix of entertainment, retail, restaurant, commercial and residential uses.

3. Revitalize a large urban area in the City that is currently significantly underutilized.

4. Diversify the City's existing housing stock by providing various housing product types and densities to meet a range of housing needs of Cypress and area residents.

5. Provide a mix of residential, commercial, retail and park and recreational uses that encourages project residents to walk or bike to and from the commercial areas and attractions and parks within the Buildout Area and provides an enhanced consumer and employee base for the new commercial uses.

6. Develop a project that will invigorate the local economy by providing new employment and business opportunities

7. Provide residential and commercial/retail improvement that will generate new sources of revenue for the City through increased property values and retail sales.

8.2 NO PROJECT ALTERNATIVE

Description: Under the No Project Alternative, the Buildout Area would not be developed with new residential or non-residential uses. The Buildout Area would remain as it is in its current condition, with no demolition of existing structures, grading, or new construction occurring within the Buildout Area. Specifically, the Buildout Area would remain developed with the existing structures and facilities that support horse racing, training, and community activities, including the race track, grandstand structure, three artificial lakes inside the race track, one-story clubhouse and restaurant structures, lighting structures, approximately 41 permanent one-story barns and several temporary structures and barns; and parking structures. In addition, the roadway improvements and extensions envisioned under the proposed project would not occur.

Under the No Project Alternative, it is assumed the Los Alamitos Race Course would continue to operate under its existing conditions and entitlements. No new development, redevelopment, or expansion would occur beyond what is currently allowed, and ongoing activities at the site—including horse racing events, simulcast operations, associated parking, lighting, and supporting facilities—would remain generally consistent with present-day operations. As a result, there would be no change to existing land use patterns, intensity of use, or operational characteristics at LARC, and environmental conditions would remain substantially similar to baseline conditions, aside from normal fluctuations associated with routine operations and maintenance.

Finding: The City hereby finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

The City finds that the No Project Alternative would result in no impacts associated with all environmental impact areas and would therefore be less impactful in all environmental impact areas compared to the proposed project. However, the No Project Alternative would not meet the underlying purpose of the proposed project or any of the project objectives. Most notably, the No Project Alternative would not provide residential uses that would help meet the unmet demand for housing in the City and the project vicinity, consistent with the City's Housing Element and the Cypress Town Center and Commons Specific Plan 3.0 approved by the voters of the City of Cypress.

Therefore, for the reasons stated above, the No Project Alternative is infeasible and less desirable than the proposed project and is rejected.

Supporting Evidence: Please refer to pages 5-8 through 5-16 of the Draft EIR prepared for the proposed project.

8.3 HISTORIC PRESERVATION ALTERNATIVE

Description: The Historic Preservation Alternative would develop new residential and non-residential uses within the Buildout Area and would retain the existing character-defining features at LARC that contribute to the LARC's eligibility for listing in the National Register and California Register. The character-defining features, including the original pre-1970 track, the 1954 quarter-mile chute, the infield and ponds, and a portion of the grandstand, would be converted into a performance venue for future concerts, plays, and other entertainment performances. When not being used as a performance venue, Lots 5 through 8 and portions of Lots 3 and 4 would be open to the public as a park or recreational use. All non-historic features of the race course, including the race-track extensions, barns, temporary buildings, clubhouse building, and annex would be demolished. Existing restaurants, food service, and the three existing lakes within the original race track would be retained. The Historic Preservation Alternative also includes a six-level above-ground parking structure with 1,600 parking spaces (1 space for every 3 seats) to accommodate the performance venue and account for the loss of parking at the race course.

Implementation of the Historic Preservation Alternative would require a Specific Plan amendment, which would have to be approved by voters, to allow the performance venue use within the Medium-Density Residential District and Single-Family Attached Subdistrict. In addition, the Historic Preservation Alternative would require approval of a VTTM, similar to the proposed project. The proposed lots in the VTTM would be different than the proposed project and would include a lot for the race course improvements being retained and to accommodate the event venue use and related modifications of other lots.

Under the Historic Preservation Alternative, development on Lots 2, 10, 11, 12, and 14 would be the same as the proposed project. In addition, similar to the proposed project, Lots 5 and 6 would be limited to parks and recreational uses.

As part of the Historic Preservation Alternative, Lot 7 would be limited to parks and recreational uses, as opposed to the residential uses proposed under the project. In addition, portions of Lots 3 and 4 would also include parks and recreational uses and the development area within Lot 13 would be reduced as compared to the proposed project.

Further, the Historic Preservation Alternative would only transfer ownership of an approximately 1-acre portion of Lot 8 to Grace Church and would develop the remaining 3 acres of Lot 8 with parks and recreational uses, similar to Lots 5, 6, 7, and portions of Lots 3 and 4. Similar to the proposed project, no development is proposed on Lot 9 and the ownership of Lot 5 would be transferred from Grace Church to LARC.

Overall, the Historic Preservation Alternative would result in development of 1,400 residential units and 440,000 square feet of non-residential development, in addition to the events venue. As such, implementation of the Historic Preservation Alternative would result in an approximately 22 percent reduction in residential units, or 391 fewer residential units, as compared to the proposed project and the same amount of non-residential floor area as the proposed project.

The Historic Preservation Alternative would also include the extension of Vessels Circle like the proposed project, and the extension of Siboney Street to connect to the intersection of the Vessels Circle extension. Under the Historic Preservation Alternative, Moody Street would not be extended to Katella Avenue to create a new north-south connection between Cerritos Avenue and Katella Avenue.

A new approximately 3,500-square-foot clamshell stage would be constructed within Lot 7, facing south towards the existing grandstands and away from Cerritos Avenue. In addition, permanent infield seating for approximately 500 guests and temporary seating on the track for approximately 500 guests would also be provided facing the stage. Including the 3,694 seats associated with the existing grandstand, which would be retained, the Historic Preservation Alternative would result in a total of 4,694 seats for the performance venue. The oval track, chute, and infield would be utilized as a public park when the performance venue is not in use and the track and chute would be used for walking, cycling and running paths with the infield available for passive park activities, including picnic areas, playgrounds, and/or gardens. In addition, the two existing ponds would be retained and would contain paddle boats and/or canoes available for rent.

Food and beverage services, similar to existing facilities within the grandstand, would be available during performances and may also be available during non-performance hours for visitors to the public park amenities. The existing restaurant would be retained. The lower two floors of the grandstand would be utilized for equipment storage, offices, dressing rooms, and rehearsal space. In addition to the preserved LARC facilities, a six-level parking structure containing approximately 1,600 parking spaces would be constructed west of the grandstand to provide parking for future events hosted at the performance venue, consistent with Section 2.06.050 of the City's Municipal Code.

Finding: The City hereby finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

The City finds that the Historic Preservation Alternative would result in either no impacts or less than significant impacts in all but three of the environmental resource areas (Aesthetics, Air Quality, and Transportation) as discussed below and could be less impactful or similar to the proposed project in most of the environmental resource areas, with the exception of Aesthetics, in which impacts would be slightly greater than those under the proposed project. As with the proposed project, this alternative would likely result in significant and unavoidable impacts to Air Quality and Transportation; however, the Historic Preservation Alternative would avoid the proposed project' significant and unavoidable impact on Cultural (Historical) Resources as the alternative would preserve the historic recourses within the Buildout Area. The Historic Preservation Alternative would not satisfy, or fully satisfy, a number of key project objectives related to the number of residential

units provided and build out of the already-approved Specific Plan, consistent with the City's Housing Element and the Cypress Town Center and Commons Specific Plan 3.0 approved by the voters of the City of Cypress to the same extent as the proposed project. Therefore, the Historic Preservation Alternative would not meet the underlying purpose of the proposed project to redevelop the Buildout Area in accordance with the voter-approved Specific Plan. Therefore, for the reasons stated above, the Historic Preservation Alternative is infeasible and less desirable than the proposed project and is rejected.

Supporting Evidence: Please refer to pages 5-17 through 5-50 of the Draft EIR prepared for the proposed project.

8.4 REDUCED DEVELOPMENT ALTERNATIVE (30%) REDUCTION

Description: Under the Reduced Development Alternative, the overall intensity of the proposed project, including residential and commercial development, would be reduced by 30 percent. As such, the Reduced Development Alternative would facilitate the future development of 1,253 residential units and approximately 308,000 square feet of non-residential uses. This represents a decrease of 538 residential units and approximately 132,000 square feet of non-residential uses as compared to the proposed project. Under this alternative, the demolition and removal of all or a substantial portion of the existing improvements associated with the LARC property, including the race track and infield area, grandstand, buildings, barns and structures and three artificial lakes, would still occur, similar to the proposed project. In addition, the extension of Moody Street from Cerritos Avenue to Katella Avenue and the extension of Vessels Circle from its current western terminus to intersect with the Moody Street extension would still occur, consistent with the Specific Plan. In addition, the approximately 11 acres of land on which park and recreational uses would be developed, including the land in Lots 1, 5, and 6, and the two additional acres of public park space that may be located in one or more of the land use districts established in the Specific Plan associated with the proposed project would be included in the Reduced Development Alternative.

Finding: The City hereby finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

The City finds that the Reduced Development Alternative would result in either no impacts or less than significant impacts in all but four of the environmental resource areas (Air Quality, Biological Resources, Cultural Resources, and Transportation) and could be less impactful or similar to the proposed project in most of the environmental resource areas. As with the proposed project, this alternative would still result in significant and unavoidable impacts to Air Quality, Cultural Resources, and Transportation. Therefore, the Reduced Development Alternative would not reduce or eliminate significant and unavoidable impacts associated with the proposed project. The Reduced Development Alternative would meet the project objectives to a lesser extent than the proposed project. Most notably, the Reduced Development Alternative would not satisfy a number of key project objectives relating to the already-approved Specific Plan and the number of proposed residential units, consistent with the City's Housing Element and the Cypress Town Center and Commons Specific Plan 3.0 approved by the voters of the City of Cypress to the same extent as the

proposed project. Therefore, the Reduced Density Alternative would not satisfy the project objectives to the same extent as the proposed project. For the reasons stated above, the Reduced Density Alternative is infeasible and less desirable than the proposed project and is rejected.

Supporting Evidence: Please refer to pages 5-50 through 5-75 of the Draft EIR prepared for the proposed project.

8.5 FINDINGS REGARDING THE MITIGATION MONITORING AND REPORTING PROGRAM

Section 21081.6 of the PRC requires that when making findings required by Section 21081(a) of the PRC, the Lead Agency approving a project shall adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval, in order to ensure compliance with project implementation and to mitigate or avoid significant effects on the environment. The City hereby finds that:

1. A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the proposed project, and the mitigation measures are included therein. The MMRP is incorporated herein by reference and is considered part of the record of proceedings for the proposed project.

2. The MMRP designates responsibility for implementation and monitoring of proposed mitigation measures. The City's Community Development Director will serve as the overall MMRP coordinator and will be primarily responsible for ensuring that all mitigation measures are complied with.

3. The MMRP prepared for the proposed project has been adopted concurrently with these Findings. The MMRP meets the requirements of Section 21021.6 of the Public Resources Code. The City will use the MMRP to track compliance with mitigation measures. The MMRP will remain available for public review during the compliance period.

9.0 OTHER FINDINGS

The City hereby finds as follows:

1. The foregoing statements are true and correct;

2. The City is the "Lead Agency" for the project evaluated in the CEQA Documents and independently reviewed and analyzed in the Draft EIR and Final EIR for the project;

3. The Notice of Preparation of the Draft EIR was circulated for public review. It requested that responsible agencies respond as to the scope and content of the environmental information germane to that agency's specific responsibilities;

4. The public review period for the Draft EIR was for 45 days between March 16, 2026, and April 30, 2026. The Draft EIR and appendices were available for public review during that time. A Notice of Completion and copies of the Draft EIR were sent to the State Clearinghouse, and notices of availability of the Draft EIR were published by the City. The Draft EIR was available for review on the City's website. Physical copies of the environmental documents are available at the Cypress Civic Center by appointment only;

5. The CEQA Documents were completed in compliance with CEQA;

6. The CEQA Documents reflect the City's independent judgment;

7. The City evaluated comments on environmental issues received from persons and organizations who reviewed the Draft EIR. In accordance with CEQA, the City prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provided adequate, good faith and reasoned responses to the comments. The City reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information to the Draft EIR regarding adverse environmental impacts. The City has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these Findings, concerning the environmental impacts identified and analyzed in the Final EIR;

8. The City finds that the CEQA Documents, as amended, provide objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit all comments made during the public review period;

9. The CEQA Documents evaluated the following impacts: (1) aesthetics; (2) agriculture and forestry resources; (3) air quality; (4) biological resources; (5) cultural resources; (6) energy; (7) geology and soils; (8) greenhouse gas emissions; (9) hazards and hazardous materials; (10) hydrology and water quality; (11) land use and planning; (12) mineral resources; (13) noise; (14) population and housing; (15) public services; (16 recreation; (17) transportation; (18) tribal

cultural resources; (19) utilities and service systems; and (20) wildfire. Additionally, the CEQA Documents considered, in separate sections, significant irreversible environmental changes and growth-inducing impacts of the project, as well as a reasonable range of project alternatives. All of the significant environmental impacts of the project were identified in the CEQA Documents;

10. The MMRP includes all of the mitigation measures identified in the CEQA Documents and has been designed to ensure compliance during implementation of the project. The MMRP provides the steps necessary to ensure that the mitigation measures are fully enforceable;

11. The MMRP designates responsibility and anticipated timing for the implementation of mitigation; the City's Community Development Director will serve as the MMRP Coordinator;

12. In determining whether the project may have a significant impact on the environment, and in adopting these Findings pursuant to Section 21081 of CEQA, the City has complied with CEQA Sections 21081.5 and 21082.2;

13. The impacts of the project have been analyzed to the extent feasible at the time of certification of the CEQA Documents;

14. The City made no decisions related to approval of the project prior to the initial recommendation of certification of the CEQA Documents. The City also did not commit to a definite course of action with respect to the project prior to the initial consideration of the CEQA Documents;

15. Copies of all the documents incorporated by reference in the CEQA Documents are and have been available upon request at all times at the offices of the City of Cypress Community Development Department, the custodian of record for such documents or other materials;

16. The responses to the comments on the Draft EIR, which are contained in the Final EIR, clarify and amplify the analysis in the Draft EIR;

17. Having reviewed the information contained in the CEQA Documents and in the administrative record, the City finds that there is no new significant information regarding adverse environmental impacts of the project in the Final EIR; and

18. Having received, reviewed and considered all information in the CEQA Documents, as well as all other information in the record of proceedings on this matter, these Findings are hereby adopted by the City in its capacity as the CEQA Lead Agency.

10.0 STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to PRC § 21081(b), and *State CEQA Guidelines* §15093(a) and (b), the decision-making agency is required to balance, as applicable, the economic, legal, social, technological, or other benefits of the project against its unavoidable environmental risks when determining whether to approve a project. If the specific economic, legal, social, technological, or other benefits of the project outweigh the unavoidable adverse environmental effects, those effects may be considered "acceptable" (14 CCR § 15093 (a)). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record (14 CCR § 15093(b)).

Courts have upheld overriding considerations that were based on a variety of policy considerations including, but not limited to, new jobs, stronger tax base, and implementation of an agency's economic development goals, growth management policies, redevelopment plans, the need for housing and employment, conformity to community plan, and provision of construction jobs; see *Towards Responsibility in Planning v. City Council* (1988) 200 Cal App. 3d 671; *Dusek v. Redevelopment Agency* (1985) 173 Cal App. 3d 1029; *City of Poway v City of San Diego* (1984) 155 Cal App. 3d 1037; and *Markley v. City Council* (1982) 131 Cal App.3d 656.

In accordance with the requirements of CEQA and the *State CEQA Guidelines*, the City finds that the mitigation measures identified in the Final EIR and the Mitigation Monitoring and Reporting Program (MMRP), when implemented, would avoid, or substantially lessen all of the significant effects identified in the Final EIR for the Specific Plan 3.0 Buildout Project (proposed project). However, certain significant impacts of the proposed project are unavoidable even after incorporation of all feasible mitigation measures.

These significant unavoidable impacts would be associated with air quality, cultural (historic) resources, and transportation. Specifically, implementation of the proposed project would conflict or obstruct implementation of applicable air quality plans under AQMP Indicator No. 1; result in an exceedance of criteria air pollutant emissions during project operational activities; result in a substantial adverse change in the significance of a historical resource pursuant to §15064.5 due to demolition of historical resources; and conflict or be inconsistent with *State CEQA Guidelines* Section 15064.3, subdivision (b) as the residential component of the project would result in a higher VMT per capita than the County's residential VMT significance thresholds under both existing and cumulative plus project conditions.

The proposed project would implement the development-specific mitigation measures identified in this analysis (Mitigation Measures AIR-1, CUL-1 through CUL-3, and TRA-1), acting to generally reduce the project's operational-source air pollutant emissions, residential VMT, and ensure the historical resources that would be demolished would be property document. However, implementation of the proposed project would continue to result in a significant and unavoidable impact even after implementation of mitigation.

The City finds that all feasible mitigation measures identified in the Final EIR that are within the purview of the City would be implemented with the proposed project. As identified below, the City further finds that the remaining significant unavoidable effects are outweighed and are found to be acceptable due to the following specific overriding economic, legal, social, technological, or other benefits, based upon the facts set forth above, the Final EIR, and the record.

The City finds that any one of the benefits set forth below is sufficient by itself to warrant approval of the proposed project. This determination is based on the findings herein and the evidence in the record. The following economic, legal, social, or technological benefits, independent of the other benefits, override the potential significant unavoidable adverse impacts and render acceptable each of the unavoidable adverse environmental impacts. Having balanced the unavoidable adverse environmental impacts against each of the benefits, the City hereby adopts this Statement of Overriding Considerations for the following reasons:

1. All feasible mitigation measures have been imposed to lessen project impacts to less than significant levels; alternatives to the project are infeasible because while they have similar or less environmental impacts, they do not provide the economic benefits of the project, or are otherwise socially or economically infeasible when compared to the project.

2. The proposed project would provide a significant number of new residential units in the Buildout Area to help meet the unmet demand for housing in the City and the project vicinity, consistent with the City's Housing Element and the Cypress Town Center and Commons Specific Plan 3.0 approved by the voters of the City of Cypress.

3. The proposed project would revitalize a large urban area in the City that is currently significantly underutilized.

4. The proposed project would diversify the City's existing housing stock by providing various housing product types and densities to meet a range of housing needs of Cypress and area residents.

5. The proposed project would provide a mix of residential, commercial, retail and park and recreational uses that encourages project residents to walk or bike to and from the commercial areas and attractions and parks within the Buildout Area and provides an enhanced consumer and employee base for the new commercial uses.

6. The proposed project would invigorate the local economy by providing new employment and business opportunities.

7. The proposed project would include residential and commercial/retail improvement that will generate new sources of revenue for the City through increased property values and retail sales.

8. The proposed project would extend existing City streets through all or a portion of the Buildout Area to improve overall traffic circulation in the project vicinity and provide necessary vehicular and pedestrian access for project residents, tenants, visitors and patrons.

EXHIBIT "3"
MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

When making findings, CEQA requires that a lead agency must adopt a reporting or monitoring program for the changes to the project that it has adopted or made a condition of project approval to ensure compliance during project implementation. As required by CEQA, the City adopts, concurrently with the adoption of these Findings, a Mitigation Monitoring and Reporting Program ("MMRP") to meet the requirements of Public Resources Code Section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the Proposed Project. The MMRP, as presented in the EIR, is designed to serve this purpose for the mitigation measures identified in the EIR. The MMRP requires that the City or other governmental agencies monitor mitigation measures designed to reduce or eliminate significant impacts, as well as those mitigation measures designed to reduce environmental impacts that are less than significant. The MMRP includes all the mitigation measures identified in the EIR and has been designed to ensure compliance during implementation of the Proposed Project.

The MMRP describes the procedures for the implementation of all of the mitigation measures identified in the EIR for the Proposed Project. Mitigation measures set forth in the MMRP are specific and enforceable and are capable of being fully implemented by the City of Cypress, the various applicants, and/or other identified public agencies of responsibility. It is the intent of the MMRP to (1) verify satisfaction of the required mitigation measures of the EIR; (2) provide a methodology to document implementation of the required mitigation; (3) provide a record of the Monitoring Program; (4) identify monitoring responsibility; and (5) establish administrative procedures for the clearance of mitigation measures.

The MMRP lists mitigation measures according to the same numbering system contained in the Draft EIR sections.

The City finds that the impacts of the Proposed Project have been mitigated to the extent feasible by the mitigation measures identified in the EIR and in the MMRP. The City adopts the MMRP for the Proposed Project that accompanies the EIR. The MMRP designates responsibility and anticipated timing for the implementation of mitigation measures and conditions within the jurisdiction, of the City. The City approves and will implement all the mitigation measures identified in the EIR.

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING REQUIREMENTS

California Public Resources Code (PRC) Section 21081.6, which is part of the California Environmental Quality Act (CEQA) statute, mandates that the following requirements shall apply to all reporting or mitigation monitoring programs:

- The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes that have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.

- The lead agency shall specify the location and custodian of the documents or other materials that constitute the record of proceedings upon which its decision is based.

- The lead agency shall provide measures to mitigate or avoid potentially significant effects on the environment that are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents that address required mitigation measures or, in the case of the adoption of a plan, policy, regulation, or other project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.

- Prior to the close of the public review period for a draft environmental impact report, a responsible agency, or a public agency having jurisdiction over natural resources affected by the project, shall either (1) submit to the lead agency complete and detailed performance objectives for mitigation measures that would address the significant effects on the environment identified by the responsible agency or agency having jurisdiction over natural resources affected by the project, or (2) refer the lead agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a lead agency by a responsible agency or an agency having jurisdiction over natural resources affected by the project shall be limited to measures that mitigate impacts to resources that are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance with that requirement by a responsible agency or agency having jurisdiction over natural resources affected by a project shall not limit the authority of the responsible agency or agency having jurisdiction over natural resources affected by a project, or the authority of the lead agency, to approve, condition, or deny projects as provided by this division or any other provision of law.

MITIGATION MONITORING PROCEDURES

The mitigation monitoring and reporting program for the proposed Specific Plan 3.0 Buildout Project (proposed project) has been prepared in compliance with PRC Section 21081.6. It describes the requirements and procedures to be followed by the City of Cypress (City), as the Lead Agency, to ensure that all mitigation measures adopted as part of the proposed project will be carried out as described in the Final Environmental Impact Report (EIR).

Table A: Mitigation Monitoring and Reporting Program sets forth the proposed mitigation monitoring and reporting program. It lists each of the mitigation measures specified in Chapter 4.0 of the Draft EIR and identifies the party or parties responsible for implementation and monitoring of each measure.

REGULATORY COMPLIANCE MONITORING PROCEDURES

Table B: Regulatory Compliance Measures lists all regulatory compliance measures associated with the proposed project as specified in in Chapter 4.0 of the Draft EIR and describes the requirements and procedures to be followed by the City to ensure that all standard conditions will be carried out as described in the Draft EIR.

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
4.3: Air Quality					
Mitigation Measure AIR-1: Prior to issuance of grading permits for development projects in the Buildout Area, a future project applicant in collaboration with the City of Cypress Planning Division shall identify project design details and specifications, where feasible, to document implementation and compliance with emission reduction measures. The City of Cypress Planning Division shall verify compliance through: (1) review and approval of construction drawings and building permit submittals demonstrating incorporation of the emission-reduction measures; (2) documentation or reporting from the contractor or a future project applicant, as deemed necessary by the City of Cypress Planning Division, demonstrating adherence to approved measures. The measures below shall be implemented and updated as necessary as they are considered feasible and effective in reducing criteria pollutant emissions generated by the project. These measures shall be reviewed and updated in accordance with the most recent emission-reduction and emission-minimization guidance available, including, at a minimum, the California Air Pollution Control Officers Association (CAPCOA) 2024 guidance. A future project applicant shall incorporate all feasible and updated measures into the final construction drawings, building plans, and contractor specifications for City review, including, but not limited to, the following: ● Provide building access and paths which are physically separated from street parking lot traffic and that eliminate physical barriers such as walls, berms, landscaping and slopes that impede the use of pedestrians, bicycle facilities, or public transportation vehicles. ● Provide continuous sidewalks separated from the roadway by landscaping and on street parking. ● Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.	Prior to issuance of grading permits for development projects in the Buildout Area	City of Cypress / Future Project Applicant(s)			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
• Provide preferential parking spaces near the entrance of buildings for those who carpool/vanpool/rideshare and provide signage. • Install electric vehicle charging capabilities that meet the requirements of the latest version of the California Green Building Standards Code (CALGreen Code) Tier 2 Voluntary Standards. • Install ENERGY STAR certified heating, cooling, and lighting devices, and appliances or equivalent. • Install only electric fireplaces. • Install low-flow water fixtures. • Utilize energy-efficient design features, including appropriate site orientation, use of lighter color roofing and building materials, and use of deciduous shade trees and windbreak trees to reduce fuel consumption for heating and cooling. • Use light-colored paving and roofing materials. • Use low-volatile organic compound (VOC) paints with 10 grams per liter or less. • Require the use of all-electric landscaping equipment. • Maximizing the planting of trees in landscaping and parking lots.					
Mitigation Measure AIR-2: All construction activities in the Buildout Area shall utilize U.S. EPA Tier 4 Final diesel construction equipment for equipment rated at greater than 50 brake horsepower (bhp) if and to the extent commercially available, or the cleanest available equipment and technology that is commercially available and feasible at the time of construction (e.g., zero-emission or equivalent low-emission equipment), to minimize diesel particulate matter (DPM) emissions. If Tier 4 Final equipment is not commercially available for a majority of the construction equipment and an individual development project would be larger than 20 acres, the City shall require preparation of a construction Health Risk Assessment (HRA) for such development project.	Prior to and during construction activities	City of Cypress / Construction Contractor			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
If a construction HRA is required, it shall be prepared in accordance with current OEHHA methodology and applicable SCAQMD CEQA and health risk assessment guidance. Additional feasible risk-reduction measures identified through the HRA process shall be implemented as determined necessary by the City.					
4.4: Biological Resources					
Mitigation Measure BIO-1: Jurisdictional Delineation. Prior to commencing construction activities that would impact any of the identified aquatic resources in Lots 2, 3, 4, 6 and 7 of Vesting Tentative Tract Map (VTTM) 19247, a jurisdictional delineation shall be conducted, as follows: ● Regional Water Quality Control Board (RWQCB) Jurisdiction (Waters of the State): Delineation shall follow the State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (State Water Resources Control Board [SWRCB] 2019). ● California Department of Fish and Wildlife (CDFW) Jurisdiction (Streambed Alteration Program): The extent of CDFW jurisdiction shall be identified consistent with California Fish and Game Code §§ 1600–1616, including the outer limits of the bed, bank, and channel and the extent of any associated riparian vegetation. ● US Army Corps of Engineers (USACE) Jurisdiction (Waters of the United States [WOTUS]): The determination that no federal WOTUS occur onsite shall be documented consistent with 33 CFR § 328.3, the USACE 1987 Wetland Delineation Manual, and the appropriate Regional Supplement (USACE 2008). If impacts to RWQCB and/or CDFW jurisdictional waters are expected to occur, appropriate permits or authorization (e.g., Water Quality Certification/Waste Discharge Requirements, CDFW Lake and Streambed Alteration Agreement) shall be obtained prior to construction.	Prior to commencement of construction activities that would impact any of the identified aquatic resources in Lots 2, 3, 4, 6, and 7 of VTTM 19247	Future Project Applicant(s) / Qualified Delineator			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
4.5: Cultural Resources					
Mitigation Measure CUL-1: Prior to demolition activities of any character-defining features, the owner of Los Alamitos Race Course, or subsequent project proponents, shall make photographs and memorabilia, including brochures, promotional flyers, marketing materials, special events announcements and the like (or copies of the same) available to a local library or an Orange County-based historical society: a. For use in an exhibit(s) about horse racing, quarter horses, Frank Vessels, Sr. the Vessels family, pari-mutuel betting and/or the history of Cypress; and/or b. To be part of a permanent archive for research purposes.	Prior to demolition activities of any LARC character-defining features	Owner of LARC or Future Project Applicant(s)			
Mitigation Measure CUL-2: Require future development on portions of the Los Alamitos Race Course property to incorporate one or more of the following: a. A historical marker that provides information about Frank Vessels, Sr. and Los Alamitos Race Course. The marker should be clearly visible and accessible to the public. b. The Vessels' name, the track logo, racing terminology, and/or the names or likenesses (e.g., statuary, wall or garden art, and photographs) of noteworthy Quarter Horses (such as Clabber, Go Man Go, or Moonist).	Prior to project occupancy	Future Project Applicant(s)			
Mitigation Measure CUL-3: Prior to, or in conjunction with, approval of any demolition or development permits that involves the destruction of any portion of the Los Alamitos Race Course property, the Project Applicant should be required to commission documentation of the property in the form of Historic American Building Survey (HABS)-like documentation that complies with the *Secretary of the Interior's Standards for Architectural and Engineering Documentation* (NPS 1990), if any of the character-defining features as identified are still present. The documentation should generally follow the HABS Level III requirements and include digital photographic recordation of the complex, a detailed historic narrative report, and compilation of historic research. Photographic documentation should include:	Prior to, or in conjunction with, approval of any demolition or development permits that involves the destruction of any portion of the LARC property	Future Project Applicant(s) / Qualified Architectural Historian			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
• General views of the site and landscape as a whole • Photographs of the 550-yard chute, track, and winner's circle • Photographs of each exterior elevation of all buildings and structures in the complex • Photographs of the interior of the Grandstand. The documentation should be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History (NPS 1983). The original archival-quality documentation shall be offered as donated material to the following entities: South Central Coastal Information Center at CSU Fullerton, Preserve Orange County, the Orange County Historical Society and other repositories to be determined such as local libraries and the American Quarter Horse Association Hall of Fame.					
4.7: Geology and Soils					
Mitigation Measure GEO-1: Implementation of Geotechnical Investigation Recommendations. Future development projects within the Buildout Area shall implement the recommendations of the Geotechnical Investigation prepared for the proposed project, to the satisfaction of the City of Cypress' (City) Building Official, including, but not limited to: **Ground Improvement Techniques.** Ground improvement techniques shall be implemented in the Buildout Area beneath any structure intended for human occupancy. Ground improvements may consist of rammed aggregate piers, vibrated aggregate piers, or similar techniques. The ground improvements must be designed by a qualified ground improvement contractor through coordination with a geotechnical engineer and/or structural engineer to ensure liquefaction in the upper soils. **Building Foundation Techniques.** Subsequent to the installation of any proposed ground improvements, proposed structures, mat or mat-type foundation systems will be used. Conventional foundations may be utilized for support of the lighter at-grade structure if the ground improvements reduce the total and	Prior to the issuance of any grading or building permit	City of Cypress / Future Project Applicant(s)			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
differential settlement to a threshold confirmed by the geotechnical engineer, the structural engineer, and the construction contractor. **Additional site testing and final design evaluation(s)** shall be conducted by a geotechnical consultant to refine and/or enhance these requirements during buildout of the project on an as-needed basis. A future project applicant(s) shall require the geotechnical consultant to assess whether the recommendations in the Geotechnical Investigation need to be modified or refined to address any changes in the project features prior to start of grading. If the geotechnical consultant identifies modifications or refinements to the recommendations, the future project applicant(s) shall make modifications to the final project design and specifications. Examples of additional measures could include: a moisture or vapor retarding system below foundations, additional ground stabilization techniques like cement treatment or aggregate, or removal and replacement of existing soil to eliminate any unsuitable materials or undocumented fill. Design, grading, and construction shall be performed in accordance with applicable requirements in the Municipal Code, the California Building Code, local grading regulations, and any additional measures recommended by the geotechnical consultant in the subsequent geotechnical evaluation(s).					
Mitigation Measure GEO-2: Procedures for Unexpected Paleontological Resources Discoveries. If paleontological resources are discovered during ground-disturbing activities associated with the proposed project, construction personnel shall immediately halt work within 50 feet of the discovery, and a future project applicant/developer or construction supervisor shall contact a qualified paleontologist to assess the discovery for scientific importance. A qualified paleontologist is defined as a person with an M.S. or Ph.D. in geology or paleontology and who meets the standards set forth by the Society of Vertebrate Paleontology. The paleontologist shall make recommendations regarding the collection, treatment, and disposition of the discovery. Scientifically important resources shall be prepared to	During ground-disturbing activities	Construction Contractor / Qualified Paleontologist			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. If paleontological resources are discovered, regardless of their scientific importance, paleontological monitoring shall be required for subsequent ground-disturbing activities at a frequency, depth, and/or interval determined by the paleontologist. Paleontological monitoring shall be conducted by a qualified paleontological monitor as set forth in the Society of Vertebrate Paleontology standards. At the conclusion of monitoring, a final monitoring report shall be prepared by the paleontologist to document the results of monitoring and project compliance with all regulations and project requirements. If scientifically important paleontological resources are recovered, this report shall also document those paleontological resources with a catalog, descriptions, and photographs as determined appropriate by the paleontologist. The final monitoring report shall be submitted to the City of Cypress Director of Community Development Department or designee for review and approval. A copy of this final report shall also accompany the fossil material to the museum repository.					
Mitigation Measure GEO-3: Worker Sensitivity Training: Prior to issuance of grading permits, applicants for projects that would include ground-disturbing activities below 10 feet in undisturbed native sediments ranked as having a moderate or high paleontological sensitivity shall be required to retain a qualified paleontologist meeting the requirements set forth by the Society of Vertebrate Paleontology. Prior to and during initial ground-disturbing activities, the qualified paleontologist (or their designee) shall provide worker environmental awareness training to construction personnel. Training shall include recognition of potential fossil materials, appropriate worker response protocols, and contact information for the paleontologist.	Prior to issuance of grading permits	Future Project Applicant(s) / Qualified Paleontologist			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
4.8: Greenhouse Gas Emissions					
Mitigation Measure GHG-1: Prior to issuance of building permits, project applicants for future development within the Buildout Area shall demonstrate to the satisfaction of the City of Cypress (City) Planning Division that the proposed buildings incorporate feasible greenhouse gas (GHG) reduction strategies consistent with current State and local decarbonization goals. Compliance shall be demonstrated through building plans, energy modeling, California Green Building Standards Code (CALGreen Code) checklists, or similar documentation submitted during the plan check process, as deemed necessary by the City. Future project applicants shall comply with either the All-Electric Design Path or the Efficient Mixed-Fuel Design Path, as described below: **Preferred Compliance Path: All Electric Design** - Future development shall be designed and constructed without natural gas infrastructure or natural gas appliances. All space heating, water heating, cooking, and clothes drying systems shall be fully electric. Electrical service panels shall be sized to accommodate expected loads and future electrification needs. **Alternative Compliance Path: Efficient Mixed-Fuel Design** - If a project proposes to install natural gas infrastructure or natural gas appliances, future project applicants shall implement a combination of GHG reduction measures sufficient to minimize GHG emissions from natural gas usage to the maximum extent feasible. Measures may include, but are not limited to, the following: • Exceed Title 24, Part 6 (Building Energy Efficiency Standards) performance requirements by 10–20 percent, where feasible, as demonstrated through energy modeling or prescriptive compliance documentation. • Install on-site solar photovoltaic (PV) systems to the maximum feasible extent, including on rooftops and parking canopy structures, where structurally and technically feasible.	Prior to issuance of building permits	City of Cypress / Future Project Applicant(s)			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
• Provide electric-ready infrastructure, including service panel capacity, conduit, wiring, and dedicated circuits, to allow future conversion to all-electric appliances and systems. • Design buildings to achieve, at minimum, Leadership in Energy and Environmental Design (LEED) Silver certification or an equivalent third-party green building rating. • Install programmable thermostats, advanced metering infrastructure, and smart home energy management systems. • Provide heating, ventilation, and air conditioning (HVAC) commissioning consistent with CALGreen Sections 5.410.2–5.410.4, including a commissioning plan, functional performance testing, and a commissioning report. • Install cool roof materials meeting an aged solar reflectance of ≥ 0.30, or the most current CALGreen Code requirement, whichever is more stringent. • Provide infrastructure to accommodate up to 50 percent recycled water use for landscape irrigation, where recycled water supply is available. • Use water-efficient irrigation systems, minimize turf, and incorporate native, low-water, or drought-tolerant plant species. • Install rainwater harvesting systems, where feasible. • Prohibit or restrict the use of potable water for cleaning non-vegetated outdoor surfaces and prohibit systems that apply water to hardscape surfaces. • Implement and maintain robust solid waste diversion programs, including recycling and organic waste collection consistent with Senate Bill (SB) 1383 requirements. All selected GHG reduction measures shall be clearly identified on improvement plans and construction drawings. Compliance with this measure shall be verified by City staff during plan check and confirmed through building inspection prior to final occupancy.					

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
4.9: Hazards and Hazardous Materials					
Mitigation Measure HAZ-1: Prior to the issuance of a building permit, a future project applicant/developer shall demonstrate the recommendations provided in the Phase I Environmental Site Assessment (Phase I ESA) prepared for the Buildout Area have been, or will be, implemented. Recommendations provided in the Phase I ESA include the following: ● Preparation and implementation of an Operations and Maintenance (O&M) Program in order to safely manage the suspect asbestos-containing materials (ACMs) and/or lead-based paint (LBP) associated with the existing structures located within the Buildout Area; and ● Providing a copy of this Draft Environmental Impact Report (EIR) and the Notice of Completion (NOC) to the Orange County Health Care Agency (OCHCA) in order to notify them of the proposed change in land use facilitated under the proposed project.	Prior to issuance of a building permit	Future Project Applicant(s)			
4.17: Transportation					
Mitigation Measure TRA-1: Transportation Demand Management Strategies. The Development Agreement between the City and the Project Applicant regarding the proposed project shall include a provision requiring that any future project applicants for subsequent residential development projects within the Buildout Area demonstrate the project's consistency with the measures set forth in Items 1 and 2 below that are applicable to such project prior to its approval to the satisfaction of the City of Cypress Planning Director. 1. **Construct or Improve Bike Facility (California Air Pollution Control Officers Association [CAPCOA] Handbook Strategy T-19-A):** This transportation demand management strategy requires the project to include a new bicycle facility or facilities or improve an existing facility that would connect the project to the existing regional bicycle network. The construction/improvement of bicycle facilities would provide residents with the opportunity to bike to their destination	During preparation of the Development Agreement	City of Cypress / Future Project Applicant(s)			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
rather than drive, reducing the number of vehicle trips and overall project-generated vehicle miles traveled (VMT). 2. **Provide Pedestrian Network Improvement (CAPCOA Handbook Strategy T-18):** This transportation demand management strategy requires the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area.					
4.18: Tribal Cultural Resources					
Mitigation Measure TCR-1: Tribal Cultural Resources Training and ALERT Sheet Posting. Prior to the start of any ground-disturbing activities, a qualified archaeologist meeting the Secretary of the Interior standards, in consultation with a representative from a traditionally and culturally affiliated Native American Tribe, under the direction of the City of Cypress Planning Division, shall prepare a Cultural Resources Sensitivity Summary. This summary shall include a brief description of the types of archaeological and tribal cultural resources that may be encountered, visual examples (if available), reporting procedures in the event of a discovery, and appropriate contact information. The summary shall be printed and posted in a visible location at the construction site for the duration of all ground-disturbing activities. An initial worker environmental training shall be provided by a qualified archaeologist in collaboration with a tribal representative prior to the start of construction, under the direction of the City of Cypress Planning Division. The training shall include a review of applicable laws, procedures to follow if resources are discovered, and cultural sensitivity guidance. A sign-in sheet shall be maintained to document attendance. As construction progresses, the construction manager shall be responsible for ensuring that all new personnel receive the same information through on-site orientation and review of the posted materials. Documentation of ongoing training shall be maintained and made available to the City upon request.	Prior to the start of any ground-disturbing activities	Future Project Applicant(s) / Qualified Archaeologist			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
Mitigation Measure TCR-2: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities. Prior to the issuance of any grading permits for projects within the Buildout Area that would require "ground-disturbing activity," where such disturbance activity would occur in undisturbed native sediment, a future project applicant/City shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching on both on-site and any off-site locations that are included in the Project Description/ definition and/or required in connection with the projects, such as public improvement work. A copy of the executed monitoring agreement shall be submitted to the Director of the City of Cypress Community Development Department, or their designee, prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The tribal monitor shall also provide appropriate insurance certificates. The monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs shall identify and describe any discovered tribal cultural resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, "TCRs"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the future project applicant/City upon written request to the Tribe. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Tribe from a designated	Prior to the issuance of any grading permits	Future Project Applicant(s) / Native American Monitor			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
point of contact for the future project applicant/City that all ground-disturbing activities and phases that may involve ground-disturbing activities in native (previously undisturbed) soil has occurred (i.e., no tribal monitoring shall be required for landscaping activities occurring after completion of project grading and trenching, as this soil will have been previously monitored) or in connection with the project are complete; or (2) a determination and written notification by the Tribe to the future project applicant/City that no future, planned construction activity and/or development/construction phase associated with the project possesses the potential to impact TCRs. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Tribe's monitor and/or archaeologist. The Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural, and/or historic purposes.					
Mitigation Measure TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary Objects. Native American human remains are defined in Public Resources Code (PRC) Section 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC Section 5097.98, are also to be treated according to this statute. If Native American human remains and/or grave goods are discovered or recognized during ground-disturbing activities associated with projects within the Buildout Area, then all construction activities shall immediately cease within 50 feet of the find. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the Coroner	During ground-disturbing activities	Construction Contractor / County Coroner / Most Likely Descendant			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
has determined the nature of the remains. If the Coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC), and PRC Section 5097.98 shall be followed. Human remains and grave/burial goods shall be treated alike per PRC Section 5097.98(d)(1) and (2). If Native American human remains are discovered or recognized on any construction sites within the Buildout Area during ground-disturbing activities and the NAHC subsequently identifies the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe) to be the Most Likely Descendant (MLD), construction activities may resume in other parts of the construction site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Tribe determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Tribe's monitor and/or archaeologist deems necessary). (*State CEQA Guidelines* Section 15064.5(f).) Preservation in place (i.e., avoidance) is the Tribe's preferred manner of treatment for discovered human remains and/or burial goods. Any discovery of human remains/burial goods shall be kept confidential to the extent feasible to prevent further disturbance.					
Mitigation Measure TCR-4: Procedures for Burials and Funerary Remains. If Native American human remains are discovered or recognized on any construction sites within the Buildout Area during ground-disturbing activities and the Native American Heritage Commission subsequently identifies the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe) to be the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy, as described below, shall be implemented. To the Tribe, the term "human	During ground-disturbing activities	Construction Contractor / Most Likely Descendant			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. In the event preservation in place is not possible despite good faith efforts by the future project applicant/City and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. Each occurrence of human remains and associated funerary					

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within 6 months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.					

Table B: Regulatory Compliance Measures

Regulatory Compliance Measures	Monitoring Milestone	Responsible Party Responsible for Monitoring	Verification of Compliance		
			Initials	Date	Remarks
4.3: Air Quality					
Regulatory Compliance Measure AIR-1: During clearing, grading, earth moving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventative measures by using the following procedures, in compliance with South Coast Air Quality Management District (SCAQMD) Rule 403 during construction. The applicable Rule 403 measures are as follows: ● Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more). ● Water active sites at least twice daily (locations where grading is to occur shall be thoroughly watered prior to earthmoving). ● Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 2 feet (0.6 meter) of freeboard (vertical space between the top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114. ● Pave construction access roads at least 100 feet (30 meters) onto the site from the main road. ● Reduce traffic speeds on all unpaved roads to 15 miles per hour or less.	During clearing, grading, earth moving, or excavation operations	Construction Contractor			
Regulatory Compliance Measure AIR-2: All trucks that are to haul excavated or graded material shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.	During construction activities	Construction Contractor			
Regulatory Compliance Measure AIR-3: Prior to approval of future project plans and specifications, the City of Cypress shall confirm that the construction bid packages specify: ● Contractors shall use high-volume low-pressure paint applicators with a minimum transfer efficiency of at least 50 percent; ● Coatings and solvents that will be utilized have a volatile organic	Prior to approval of future project plans and specifications	City of Cypress / Future Project Applicant(s)			

Table B: Regulatory Compliance Measures

Regulatory Compliance Measures	Monitoring Milestone	Responsible Party Responsible for Monitoring	Verification of Compliance		
			Initials	Date	Remarks
compound content lower than required under SCAQMD Rule 1113; and ● To the extent feasible, construction/building materials shall be composed of pre-painted materials.					
Regulatory Compliance Measure AIR-4: Future projects shall comply with SCAQMD Rule 402. Rule 402 prohibits the discharge of air contaminants or other material from any type of operations, which can cause nuisance or annoyance to any considerable number of people or to the public or which endangers the comfort or repose of any such persons, or the public.	During operation of future projects	Future Project Operators			
4.4: Biological Resources					
Regulatory Compliance Measure BIO-1: Preconstruction Bat Surveys. If construction activities for a specific development project within the Buildout Area, including structure demolition and tree removal, will occur during the bat maternity season (April 1 to August 31), then the City, or designee, shall confirm that the applicable developer has retained a qualified biologist who shall conduct a nighttime bat survey of potential maternity roost habitat no more than 30 days prior to the removal of potential habitat. These surveys shall be initiated no later than 30 minutes before sunset and continue for no less than 1 hour after sunset. If maternity roosts are found and the project would result in impacts to roosting bats, the biologist shall coordinate with CDFW to establish appropriate avoidance buffers around all maternity roost sites, and no construction work shall occur within the buffers until the completion of the maternity season. If deemed necessary through coordination with CDFW, additional measures could include two-step removal of any trees containing maternity roosts (outside of the maternity season), preparation of a Bat Habitat Mitigation and Monitoring Plan (BHMMP), and humane bat eviction/exclusion.	30 days prior to the initiation of construction activities if construction will occur during the bat maternity season (April 1 to August 31)	Future Project Applicant(s) / Qualified Biologist			
Regulatory Compliance Measure BIO-2: Preconstruction Nesting Bird Surveys and Active Nest Avoidance Buffers. If potential bird nesting habitat is to be removed from a portion of the Buildout Area in connection with a specific development project during the avian nesting season (January 1 through August 31), including structures, trees, shrubs and suitable ground-nesting areas, a qualified biologist	Within 3 days prior to the potential removal of suitable nesting habitat, if	Future Project Applicant(s) / Qualified Biologist			

Table B: Regulatory Compliance Measures

Regulatory Compliance Measures	Monitoring Milestone	Responsible Party Responsible for Monitoring	Verification of Compliance		
			Initials	Date	Remarks
shall conduct a nesting bird survey in such portion of the Buildout Area within 3 days prior to the commencement of structure demolition, vegetation removal, or other construction activities that could remove suitable nesting habitat. If no nesting birds are identified, no additional survey is required. If at any time an active nest is identified, the biologist shall establish suitable buffers around the nests that consider the ecology of the species present and the location of construction activities to ensure that disruption of nesting does not occur. The buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.	construction will occur during the avian nesting season (January 1 through August 31)				
4.5: Cultural Resources					
Regulatory Compliance Measure CUL-1: Unknown Archaeological Resources. In the event that archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist from the Orange County List of Qualified Archaeologists has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code (PRC). A future project applicant and its construction contractor shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. Any found deposits shall be treated in accordance with federal, State and local guidelines, including those set forth in PRC Section 21083.2. Prior to commencement of grading activities, the Director of the City of Cypress (City) Community Development Department, or designee, shall verify that all project grading and construction plans include specific requirements regarding California PRC (Section 21083.2[g]) and the treatment of archaeological resources as specified above.	During excavation, grading, or construction activities	Construction Contractor / Qualified Archaeologist from the Orange County List of Qualified Archaeologists			

Table B: Regulatory Compliance Measures

Regulatory Compliance Measures	Monitoring Milestone	Responsible Party Responsible for Monitoring	Verification of Compliance		
			Initials	Date	Remarks
Regulatory Compliance Measure CUL-2: Human Remains. In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and non-destructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City of Cypress shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. Prior to the issuance of grading permits, the Director of the City of Cypress Community Development Department, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.	During construction activities	Construction Contractor / County Coroner / Most Likely Descendant			
4.6: Energy					
The proposed project would not require any regulatory compliance measures related to energy.					
4.7: Geology and Soils					
The proposed project would not require any regulatory compliance measures related to geology and soils.					
4.8: Greenhouse Gas Emissions					
The proposed project would not require any regulatory compliance measures related to greenhouse gas emissions.					

Table B: Regulatory Compliance Measures

Regulatory Compliance Measures	Monitoring Milestone	Responsible Party Responsible for Monitoring	Verification of Compliance		
			Initials	Date	Remarks
4.9: Hazards and Hazardous Materials					
Regulatory Compliance Measure HAZ-1: Federal Aviation Regulation Title 14 Part 77. A future project applicant/developer shall notify the Federal Aviation Administration (FAA) of any proposed structure(s) that would penetrate the 100 to 1 imaginary surface that surrounds the runway at Joint Forces Training Base Los Alamitos at least 45 days prior to beginning construction.	At least 45 days prior to beginning construction of a structure that would penetrate the 100 to 1 imaginary surface that surrounds the runway at Joint Forces Training Base Los Alamitos	Future Project Applicant(s) / Developer			
4.10: Hydrology and Water Quality					
Regulatory Compliance Measure HYD-1: Construction General Permit. If construction of future projects associated with the proposed project would disturb greater than 1 acre of soil, prior to commencement of construction activities within the proposed Buildout Area, the Construction Contractor shall obtain coverage under the National Pollutant Discharge Elimination System (NPDES) *General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities*, Order WQ 2022-0057-DWQ, NPDES No. CAS000002 (Construction General Permit), or any other subsequent permit. This shall include submission of Permit Registration Documents, including permit application fees, a Notice of Intent (NOI), a risk assessment, a site plan, a Stormwater Pollution Prevent Plan (SWPPP), a signed certification statement, and any other compliance-related documents required by the permit, to the State Water Resources Control Board via the Stormwater Multiple Application and Report Tracking System (SMARTS). Construction activities shall not commence until a Waste Discharge Identification Number is obtained for the project from the SMARTS and provided to the Director of Public Works for the City of Cypress, or designee, to	Prior to commencement of construction activities	Construction Contractor			

Table B: Regulatory Compliance Measures

Regulatory Compliance Measures	Monitoring Milestone	Responsible Party Responsible for Monitoring	Verification of Compliance		
			Initials	Date	Remarks
demonstrate that coverage under the Construction General Permit has been obtained. Project construction shall comply with all applicable requirements specified in the Construction General Permit, including but not limited to, preparation of a SWPPP and implementation of construction site best management practices (BMPs) to address all construction-related activities, equipment, and materials that have the potential to impact water quality for the appropriate risk level identified for the project. The SWPPP shall identify the sources of pollutants that may affect the quality of storm water and shall include BMPs (e.g., Sediment Control, Erosion Control, and Good Housekeeping BMPs) to control the pollutants in storm water runoff. Upon completion of construction activities and stabilization of the Buildout Area, a Notice of Termination (NOT) shall be submitted via SMARTS. If construction of future projects associated with the proposed project would disturb less than 1 acre of soil, prior to commencement of construction activities within the Buildout Area, the Construction Contractor shall provide evidence that project construction would comply with Section 4.106 of the 2019 California Green Building Standards Code (CALGreen Code). Section 4.106 of the CALGreen Code requires implementation of BMPs to prevent flooding and erosion and to retain sediment on site (e.g., Sediment Control, Erosion Control, and Good Housekeeping BMPs).					
Regulatory Compliance Measure HYD-2: Construction Dewatering Permit. If groundwater dewatering is required during excavation activities, the Applicant/City shall obtain coverage under the *General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimis) Threat to Water Quality*, Order No. R8-2020-0006, NPDES No. CAG998001 (Construction Dewatering Permit). This shall include submission of a Notice of Intent (NOI) for coverage under the permit to the Santa Ana Regional Water Quality Control Board (RWQCB) at least 45 days prior to the start of dewatering. Groundwater dewatering activities shall comply with all applicable provisions in the permit, including water sampling, analysis,	During excavation activities	Construction Contractor			

Table B: Regulatory Compliance Measures

Regulatory Compliance Measures	Monitoring Milestone	Responsible Party Responsible for Monitoring	Verification of Compliance		
			Initials	Date	Remarks
treatment (if required), and reporting of dewatering-related discharges. Upon completion of groundwater dewatering activities, a Notice of Termination shall be submitted to the Santa Ana RWQCB.					
Regulatory Compliance Measure HYD-3: Orange County MS4 Permit/City Municipal Code. Prior to issuance of a grading permit for future projects associated with the proposed project, the future project Applicant shall prepare and submit a final project-specific water quality management plan (WQMP) to specify BMPs that would be implemented to capture, treat, and reduce pollutants of concern in stormwater runoff in compliance with the Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County, Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062 (Orange County MS4 Permit), Orange County Drainage Area Management Plan (DAMP), and the City of Cypress Local Implementation Plan (LIP). The WQMP shall also incorporate the results of the Final Hydrology and Hydraulic Analyses to demonstrate that the bioretention facilities meet the hydromodification requirements of the Orange County MS4 Permit and Chapter 13-23 of the Cypress Municipal Code. The City Engineer/Public Works Director, or designee, shall ensure that the BMPs specified in the WQMP are incorporated into the final project design of future projects associated with the proposed project.	Prior to issuance of a grading permit for future projects	Future Project Applicant(s)			
4.11: Land Use and Planning					
The proposed project would not require any regulatory compliance measures related to land use and planning.					
4.12: Mineral Resources					
The proposed project would not require any regulatory compliance measures related to mineral resources.					
4.13: Noise					
Regulatory Compliance Measure NOI-1: The construction contractor shall limit all construction-related activities to between the hours 7:00 a.m. and 8:00 p.m. on weekdays and between the hours of 9:00 a.m. and 8:00 p.m. on Saturdays. No construction shall be permitted outside of these hours or on Sundays or a federal holiday with the exception of certain construction activities that are time sensitive and	During construction activities	Construction Contractor			

Table B: Regulatory Compliance Measures

Regulatory Compliance Measures	Monitoring Milestone	Responsible Party Responsible for Monitoring	Verification of Compliance		
			Initials	Date	Remarks
require a 24-hour rotation. In those situations, a temporary use permit can be obtained from the City of Cypress' Community Development Director.					
Regulatory Compliance Measure NOI-2: Mechanical equipment, including air conditioning units in residential and non-residential zoning districts, shall be enclosed within a structure or completely screened from view from surrounding properties by the use of a fence or wall consistent with Section 3.11.100(b) of the City of Cypress Municipal Code. Additionally, prior to the issuance of building permits, a future applicant/developer shall demonstrate, to the satisfaction of the City Director of Community Development, or designee, that on-site stationary noise sources, such as air conditioners, shall not exceed City noise standards as stated within the City's Municipal Code Sections 13-68 and 13-69.	Prior to the issuance of any building permit	City of Cypress / Future Project Applicant(s)			
4.14: Population and Housing					
The proposed project would not require any regulatory compliance measures related to population and housing.					
4.15: Public Services					
Regulatory Compliance Measure PS-1: Any future projects implemented within the Buildout Area in accordance with the City of Cypress (City) Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan) would be required to coordinate with the Orange County Fire Authority (OCFA) to determine the appropriate development impact fees required to offset potential impact to OCFA staffing and service ability. Prior to the approval of such projects, the designated site developer shall enter into a Secured Fire Protection Agreement with OCFA that details the agreed-upon development impact fees required for the project.	Prior to the approval of any future project	Future Project Applicant(s)			
Regulatory Compliance Measure PS-2: Payment of School Fees. Prior to issuance of any building permits within the Buildout Area in accordance with the Specific Plan, the applicant/developer of future development projects facilitated by the proposed project shall provide proof to the Director of the City of Cypress Community Development Department, or designee, that payment of school fees to the appropriate school districts have been made in compliance with Section 65995 of the California Government Code.	Prior to issuance of any building permits	Future Project Applicant(s) / Developer			

Table B: Regulatory Compliance Measures

Regulatory Compliance Measures	Monitoring Milestone	Responsible Party Responsible for Monitoring	Verification of Compliance		
			Initials	Date	Remarks
Regulatory Compliance Measure PS-3: Dedication of Parkland and/or Payment of Park Fees. Prior to issuance of any building permits within the Buildout Area in accordance with the Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan), a future applicant/developer shall provide proof of compliance with the applicable provisions of Chapter 25 (Subdivisions), Article VI, Park and Recreational Facilities, of the City of Cypress Municipal Code.	Prior to issuance of any building permits	Future Project Applicant(s)			
4.17: Transportation					
The proposed project would not require any regulatory compliance measures related to transportation.					
4.18: Tribal Cultural Resources					
The proposed project would not require regulatory compliance measures unique to tribal cultural resources. Please see RCMs CUL-1 and CUL-2 for relevant measures in Section 4.5 above.					
4.19: Utilities and Service Systems					
Regulatory Compliance Measure UTIL-1: Construction and Demolition Ordinance. The construction contractor shall comply with the provisions of City of Cypress Ordinance No. 1166 and the 2022 California Green Building Standards Code, which would reduce construction and demolition waste. Ordinance No. 1166 is codified in Article VIII, Materials Questionnaire for Certain Construction and Demolition Projects within the City of Cypress in the Cypress Municipal Code.	During construction activities	Construction Contractor			
4.20: Wildfire					
The proposed project would not require any regulatory compliance measures related to wildfire.					

This page intentionally left blank

FINAL
ENVIRONMENTAL IMPACT REPORT

SPECIFIC PLAN 3.0 BUILDOUT PROJECT

CYPRESS, CALIFORNIA

SCH NO. 2025040377

June 2026

This page intentionally left blank

TABLE OF CONTENTS

1.0 INTRODUCTION 1-1
1.1 Index of Comments Received 1-2
1.2 Format of Responses to Comments 1-3
2.0 RESPONSES TO COMMENTS 2-1
2.1 Master Responses 2-3
2.1.1 Specific Plan Consistency 2-3
2.1.2 Reduced Development Alternative (30% Reduction) 2-5
2.1.3 Vessels Circle Through Connection 2-7
2.2 State Agencies 2-11
2.2.1 California Department of Toxic Substances Control (DTSC) 2-17
2.2.2 California Department of Transportation (Caltrans), District 12 2-29
2.3 Regional Agencies 2-41
2.3.1 South Coast Air Quality Management District (SCAQMD) 2-47
2.4 Local Agencies 2-53
2.4.1 Orange County Sanitation District (OC San) 2-57
2.4.2 Orange County Public Works (OCPW) 2-63
2.4.3 City of Los Alamitos 2-83
2.4.4 City of Garden Grove 2-95
2.5 Individuals 2-99
2.5.1 Ernesto Muñoz 2-105
2.5.2 George Pardon 2-113
2.5.3 Unidentified Commenter (quinn2767@proton.me) 2-141
2.5.4 Ernest and Cheryl Hanaoka 2-165
3.0 ERRATA 3-1

TABLES

Table A: Comments Received During the Public Comment Period 1-3
Table B: Residential VMT Impacts Comparison 2-6
Table C: Non-Residential VMT Impacts Comparison 2-7
Table 2.A: Notice of Preparation Agency Comments Received 3-1

This page intentionally left blank

1.0 INTRODUCTION

This document comprises the Final Environmental Impact Report (EIR) for the proposed Specific Plan 3.0 Buildout Project (proposed project). It is composed of comments received during the public review period, responses to those comments, and an Errata section that clarifies, amplifies, or makes minor modifications to the Draft EIR text. The Draft EIR and technical appendices are provided separately.

In compliance with Section 15201 of the *State CEQA Guidelines*, the City of Cypress (City) has provided opportunities for public participation in the environmental process. The City distributed a Notice of Preparation (NOP) on April 4, 2025, to the State Clearinghouse, responsible agencies, and interested parties for a 30-day public review period. The City also made the NOP available on the City's website to inform agencies and the public about the proposed project and to solicit input on the scope of the Draft EIR. The NOP described the proposed project and identified potential environmental impacts associated with proposed project implementation. In addition, the City held a virtual Public Scoping Meeting on April 16, 2025, to present the proposed project and to solicit input from interested parties regarding environmental issues that the Draft EIR should address. **Appendix A** of the Draft EIR contains a copy of the NOP and comments received. Section 1.3 of the Draft EIR identifies areas of concern raised in response to the NOP or at the scoping meeting.

The California Environmental Quality Act (CEQA) requires a Draft EIR to have a review period lasting at least 45 days for projects that have been submitted to the State Clearinghouse for review (Section 150105(a) of the *State CEQA Guidelines*). As required by Section 15087 of the *State CEQA Guidelines*, the City provided a public Notice of Availability (NOA) of the Draft EIR for the proposed project at the same time it filed a Notice of Completion (NOC) with the State Clearinghouse. The Draft EIR was circulated for public review for a period of 45 days, from March 16, 2026, to April 30, 2026.

The City used several media to solicit comments on the Draft EIR. The City posted physical notices to various locations within the vicinity of the Buildout Area. Additionally, the NOA was mailed to the last known name and address of agencies, organizations, and individuals who previously requested such notice in writing. The City also submitted the Draft EIR to the State Clearinghouse for distribution to, and review by, State agencies. The City also made a copy of the Draft EIR available at the Cypress Civic Center by appointment. In addition, the City posted the Draft EIR and all technical appendices on the City's website.

Eleven comment letters from State, regional, and local agencies, as well as individuals, were received during the public review period. The comments in the comment letter are included and responded to in this Final EIR. Comments that address environmental issues are responded to thoroughly. Comments that (1) do not address the adequacy or completeness of the Draft EIR; (2) do not raise environmental issues; or (3) request the incorporation of additional information not relevant to environmental issues, do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*.

Section 15088 of the *State CEQA Guidelines*, Evaluation of and Response to Comments, states:

a) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The lead agency shall respond to comments received during the noticed comment period and any extensions and may respond to late comments.

b) The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail, giving the reasons that specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice.

c) The response to comments may take the form of a revision to the draft EIR or may be a separate section in the final EIR. Where the response to comments makes important changes in the information contained in the text of the draft EIR, the lead agency should either:

   1. Revise the text in the body of the EIR; or

   2. Include marginal notes showing that the information is revised in the responses to comments.

Information provided in this Final EIR clarifies, amplifies, or makes minor modifications to the Draft EIR. No significant changes have been made to the information contained in the Draft EIR as a result of the comments received on the Draft EIR, and no significant new information has been added that would require recirculation of the document pursuant to Section 15088.5 of the *State CEQA Guidelines*. This Final EIR also includes an Errata section that clarifies and makes minor modifications to the Draft EIR as a result of comments received during the public review period.

1.1 INDEX OF COMMENTS RECEIVED

The following is an index list of the agencies and individuals that commented on the Draft EIR. The comments received have been organized in a manner that facilitates finding a particular comment or set of comments. The comment letters received are coded with the number as shown in Table A: Comments Received During the Public Comment Period, below.

Table A: Comments Received During the Public Comment Period

Comment Code	Signatory	Date
State Agencies		
S-1	California Department of Toxic Substances Control (DTSC)	March 26, 2026
S-2	California Department of Transportation (Caltrans), District 12	April 30, 2026
Regional Agencies		
R-1	South Coast Air Quality Management District (SCAQMD)	April 30, 2026
Local Agencies		
L-1	Orange County Sanitation District (OC San)	April 14, 2026
L-2	Orange County Public Works (OCPW)	April 17, 2026
L-3	City of Los Alamitos	April 20, 2026
L-4	City of Garden Grove	April 30, 2026
Individuals		
I-1	Ernesto Muñoz	April 20, 2026
I-2	George Pardon	April 26, 2026
I-3	Unidentified Commenter (quinn2767@proton.me)	April 29, 2026
I-4	Ernest and Cheryl Hanaoka	April 30, 2026

1.2 FORMAT OF RESPONSES TO COMMENTS

The following pages provide responses to each coded comment letter. The comment code number is provided in the upper right corner of the comment letter, and individual comments within the letter are numbered along the right-hand margin of the letter. The City's responses to the comment letter immediately follow each letter and are referenced by the index numbers in the margins.

This page intentionally left blank

2.0 RESPONSES TO COMMENTS

This page intentionally left blank

2.1 MASTER RESPONSES

Several comments received during the public review period raised similar concerns over the proposed project's consistency with the Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan) and suggested implementation of a reduced development alternative in order to reduce or eliminate transportation impacts associated with implementation of the proposed project. In addition, several comments suggested that the proposed project construct an east-west through connection along Vessels Circle to reduce or eliminate transportation impacts, provide additional opportunities for alternative modes of transportation, and create redundancies for fire, police, and medical services. Master responses to these concerns/comments are provided below and referenced, as applicable, in the following response sections.

2.1.1 SPECIFIC PLAN CONSISTENCY

On November 5, 2024, the voters of the City of Cypress approved the current Specific Plan (i.e., Cypress Town Center and Commons Specific Plan 3.0) pursuant to "Measure S" as part of the Cypress Housing Element Implementation Project (Housing Implementation Project). The current Specific Plan superseded and replaced the 2018 Specific Plan. Prior to the voters' approval of Measure S, the City Council certified a Final Environmental Impact Report (SCH No. 2023040560) for the Housing Element Implementation Project (Housing Element Implementation Final EIR) that analyzed the environmental impacts associated with adding 676 residential units within the Specific Plan Area beyond the maximum number of residential units permitted under the 2018 Specific Plan. The 2018 Specific Plan permitted a maximum of 1,250 residential units, so the increase of 676 units now allows a maximum of 1,926 residential units within the Specific Plan Area (including the 135 residential units previously developed as part of the Melia Project). As provided in Chapter 3.0, Project Description, the proposed project consists of the reasonably foreseeable buildout of a portion of the area governed by the Specific Plan that includes approximately 134 acres of land (Buildout Area) in the city. The proposed project also includes the approval of Vesting Tentative Tract Map No. 19247 (VTTM 19247).

The Draft EIR analyzed buildout of the Specific Plan within the Buildout Area at a "programmatic" level. According to *State CEQA Guidelines* Section 15168, a Program EIR may be prepared for a series of actions that are related geographically, as logical parts in a chain of contemplated actions, or in connection with the issuance of plans that govern the conduct of a continuing program (per Section 15168(a) of the *State CEQA Guidelines*). The Draft EIR evaluates environmental impacts at a programmatic level, based on the overall buildout scenario under the proposed project. Development within the Buildout Area would occur on a project-by-project basis and the specific design and sequencing of those projects cannot be determined at this time.

The primary concern raised in comments related to the proposed project's consistency with the Specific Plan is whether the proposed project would provide pedestrian and bicycle trails as contemplated in the Specific Plan. The Draft EIR addresses access and circulation (including pedestrian and bicycle) of the Buildout Area in several places as noted below.

As shown in Figure 3-5: Vesting Tentative Tract Map No. 19247, of the Draft EIR, the proposed project evaluated in the Draft EIR assumes the extension of Moody Street from Cerritos Avenue to

Katella Avenue, as well as the extension of Vessels Circle from its current western terminus to intersect with the Moody Street extension, consistent with the voter-approved Specific Plan. The Moody Street extension would traverse the Buildout Area, passing adjacent to Lots 3, 4, 13, and 14 in VTTM 19247, and create a central north-south corridor, while the extension of Vessels Circle within Lot C would, among other things, provide access to Lots 10 and 11 in VTTM 19247. The proposed project also includes, consistent with the Specific Plan, the widening of Lexington Drive within Lot B in VTTM 19247. These roadway improvements within the Buildout Area represent the "backbone" circulation system for future development that would be constructed pursuant to Specific Plan buildout. Pedestrian circulation improvements, including sidewalks, are contemplated along these extensions.

As discussed in Section 4.17, Transportation, of the Draft EIR, implementation of the proposed project would provide sidewalks along the project frontages and throughout the Buildout Area that would provide connections to existing pedestrian and bicycle facilities in the surrounding area. Specifically, as discussed in Section 4.17 of the Draft EIR, the proposed project would include the addition of approximately 1 mile of bicycle facilities, connecting to the existing bicycle network. In addition, pedestrian access via sidewalks to the Buildout Area would be from Katella Avenue, Cerritos Avenue, Lexington Drive, and Vessels Circle, as extended. Additional pedestrian circulation improvements include sidewalks along the extension of Moody Street south of Cerritos Avenue. These pathways, together with the existing pedestrian infrastructure on the surrounding streets, would ensure seamless integration with the broader pedestrian network consistent with the Specific Plan requirements. Additionally, as detailed in **Mitigation Measure TRA-1**, the proposed project would be required to implement feasible Transportation Demand Management (TDM) strategies to mitigate the proposed project's Vehicle Miles Traveled (VMT) impact, which include constructing or improving bicycle facilities that would connect the proposed project to the existing regional bicycle network and improving the pedestrian network, including the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area.

In addition, as discussed in Chapter 3.0, future development within the Buildout Area may require the construction of private driveways, accessways and/or additional streets that would connect to the Moody Street and Vessels Circle extensions and existing public streets adjacent to the Buildout Area. However, because the proposed project is analyzed in the Draft EIR at the programmatic level and the specific future projects associated with implementation of the proposed project, including the specific accessways and internal roadway network beyond the main "backbone" roadways shown on Figure 3-5 of the Draft EIR, the specific locations and sizes cannot be determined at this time and would be determined during the design process of future development projects proposed within the Buildout Area.

Existing development in the Specific Plan area has incorporated dedicated pedestrian and bicycle trails, as contemplated by the Specific Plan, accented with new landscaping throughout the development and provides a connection to future pedestrian and bicycle trails developed on surrounding lots.

Future development projects associated with implementation of the proposed project would also be reviewed by the City on a project-by-project basis in order to ensure that the proposed development is consistent with the Specific Plan. Specifically, through the design review process,

future development projects would be required to submit a detailed site plan that depicts the pedestrian pathways and bicycle trails that would be included in each development, consistent with the Specific Plan.

The proposed project would facilitate the implementation of the Specific Plan, and future development projects associated with implementation of the proposed project are required to submit a detailed site plan as part of the site plan review process that depicts the pedestrian pathways and bicycle trails that would be included in each development, consistent with the Specific Plan; therefore, the proposed project is considered consistent with the Specific Plan. However, it should be noted that although the Specific Plan includes the provision of pedestrian and bicycle trails within the Buildout Area, it does not require that these trails be public or dedicated to the City. The Specific Plan requirements relate to providing pedestrian and bicycle trails may also be satisfied by providing private pedestrian and bicycle trails for use by residents that would connect to the City's public pedestrian and bicycle network in the surrounding area.

2.1.2 REDUCED DEVELOPMENT ALTERNATIVE (30% REDUCTION)

Several comments received during the public review period suggested implementation of a reduced development alternative would reduce or eliminate transportation impacts associated with implementation of the proposed project, particularly VMT impacts. VMT measures the amount of driving a project is expected to generate compared to the regional average. It looks at the average number of miles people travel each day for activities like commuting, shopping, and errands. Under CEQA, VMT is used to evaluate a project's impact on air quality and greenhouse gas emissions, since more travel generally results in more pollution. In addition, transportation impacts under CEQA are now evaluated based on a project's effect on VMT as opposed to vehicle delay and Level of Service (LOS). This change came into effect on December 28, 2018, when the California Office of Administrative Law cleared the revised *State CEQA Guidelines* for use and removed vehicle delay and LOS from consideration under CEQA. In general, projects located near jobs, shops, and public transit tend to have lower VMT, while those in more auto-dependent areas tend to have higher VMT. Importantly, VMT does not measure traffic congestion or roadway conditions. It focuses on how far people travel, not how traffic flows, and is typically associated with a project's location, not its density or scale.

As discussed in Section 4.17, Transportation, of the Draft EIR, the residential component of the proposed project would exceed the County's residential VMT significance thresholds under both existing and cumulative plus project conditions by 11.6 percent. As such, the proposed project would be required to implement feasible TDM strategies to mitigate the proposed project's VMT impact, as detailed in **Mitigation Measure TRA-1**. However, implementation of **Mitigation Measure TRA-1**, which includes all feasible TDM strategies, would only reduce the proposed project's residential VMT impact by 1.2 percent. As such, even with implementation of the identified TDM strategies, the proposed project's residential VMT impact would remain significant, with a residential VMT impact of 10.4 percent over the significance threshold. Therefore, the proposed project's VMT impact would be significant and unavoidable, as identified in the Draft EIR.

Chapter 5.0, Alternatives, of the Draft EIR, included a discussion of three alternatives that could feasibly attain most of the basic objectives of the proposed project but that may avoid or

substantially lessen any of the significant impacts of the proposed project, including the Reduced Development Alternative (30% Reduction). As provided in Chapter 5.0, the Reduced Development Alternative would facilitate the future development of 1,253 residential units and approximately 308,000 square feet of non-residential uses. This represents a decrease of 538 residential units and a decrease of approximately 132,000 square feet of non-residential uses as compared to the proposed project. An analysis of the potential environmental impacts of this alternative across all environmental issue areas was included in the Draft EIR and compared to the environmental impacts associated with the proposed project. The Draft EIR included a qualitative analysis of the VMT impacts of the reduced-density alternative. The results of the alternatives analysis determined that, while implementation of the Reduced Development Alternative would generally reduce or be similar to the proposed project's impacts, impacts on air quality, cultural (historical) resources, and transportation (VMT) would continue to be significant and unavoidable.

Since preparation of the Draft EIR, a quantitative VMT assessment for the Reduced Development Alternative was conducted by Kimley-Horn and Associates, Inc. in order to further substantiate the alternative's significant and unavoidable VMT impact determination. To calculate VMT for the Reduced Development Alternative, Orange County Transportation Analysis Model (OCTAM), Version 5.1 (OCTAM) was run for the cumulative plus alternative (2050) scenario, and calculations from the relevant OCTAM output files were completed to estimate the anticipated Home-Based VMT (for residential VMT) and Total Countywide VMT (for non-residential VMT) for the alternative's Transportation Analysis Zone (TAZ). The City's threshold of significance for a project's VMT impact with respect to residential uses, based on the County Guidelines, is 13.21 VMT per capita (15 percent below the existing regional average). For non-residential uses, VMT is evaluated using a total VMT metric. Under this methodology, the project's non-residential uses would result in a significant transportation impact if it would cause a net increase in total VMT greater than 0. Table B: Residential VMT Impacts Comparison, and Table C: Non-Residential VMT Impacts Comparison, below, provide a summary of the VMT analysis prepared for the Reduced Development Alternative and compares it to the proposed project's VMT impacts.

Table B: Residential VMT Impacts Comparison

Analysis Scenario	Proposed Project Home-Based VMT/Capita	Reduced Development Alternative Home-Based VMT/Capita
Significance Threshold (15% Below Existing Regional Average)	13.21	13.21
Cumulative Plus Project (2050)	14.96	14.50
VMT in Excess of Significance Threshold	1.73	1.28
VMT % In Excess of Threshold	11.6%	8.8%
VMT % In Excess of Threshold (With Mitigation)	10.4%	7.6%

Source: Kimley-Horn and Associates, Inc. (2026).

Table C: Non-Residential VMT Impacts Comparison

Analysis Scenario	Proposed Project Total Countywide VMT	Reduced Development Alternative Total Countywide VMT
Significance Threshold (Net Increase in Total VMT)	> 0	>0
Cumulative Plus Project (2050) Without Retail	157,660,001	157,584,513
Cumulative Plus Project (2050) With Retail	157,643,286	157,553,522
Net Change in VMT With Retail (2050)	-16,715	-30,991

Source: Kimley-Horn and Associates, Inc. (2026).

As shown in Table C, the Reduced Development Alternative's non-residential VMT would be below the County's significance threshold for non-residential uses, resulting in a less than significant non-residential VMT impact, similar to the proposed project. However, because the Reduced Development Alternative would exceed the residential significance threshold even with implementation of the same mitigation as the proposed project, as shown in Table B, the Reduced Development Alternative's residential component would result in a significant and unavoidable VMT impact, similar to the proposed project. As such, transportation (VMT) impacts associated with the Reduced Development Alternative would continue to be significant and unavoidable. As such, implementation of a reduced development alternative, as suggested by several commenters, would not actually reduce or eliminate transportation impacts associated with implementation of the proposed project, particularly VMT impacts.

In addition, implementation of the Reduced Development Alternative would not meet the project objectives to the same extent as the proposed project. Specifically, while the Reduced Development Alternative would facilitate development of 1,253 residential units within the Buildout Area, which would help meet the significant unmet demand for housing in the city and the project vicinity, the Reduced Development Alternative would result in 538 fewer residential units than the proposed project. As such, the Reduced Development Alternative would not satisfy project objectives related to providing much need housing in the city to the same extent as the proposed project. Further, the Reduced Development Alternative would not develop the Buildout Area consistent with the City's Housing Element and the voter-approved Specific Plan as it would not develop the site with 1,791 residential units and up to 440,000 square feet of non-residential development.

2.1.3 VESSELS CIRCLE THROUGH CONNECTION

Several comments received during the public review period questioned why Vessels Circle is not proposed to extend through the Buildout Area to terminate at Lexington Drive, providing an east-west through connection. These comments suggested that this through connection would improve traffic flow, avoid the proposed project's significant and unavoidable VMT impact, provide opportunities for alternative modes of transportation (pedestrian and bike mobility), and improve potential public health, safety, and welfare concerns.

The proposed project consists of the reasonably foreseeable buildout of the voter-approved Specific Plan, which did not include the provision of an east-west through connection through the Buildout Area. As provided in Chapter 3.0, Project Description, of the Draft EIR, the proposed project evaluated in the Draft EIR assumes the extension of Moody Street from Cerritos Avenue to Katella Avenue, as well as the extension of Vessels Circle from its current western terminus to intersect with the Moody Street extension, consistent with the voter-approved Specific Plan. The Moody Street extension would traverse the Buildout Area, passing adjacent to Lots 3, 4, 13, and 14 in VTTM 19247, and create a central north-south corridor, while the extension of Vessels Circle within Lot C would, among other things, provide access to Lots 10 and 11 in VTTM 19247. Accordingly, the Vessels Circle extension is proposed to result in a new terminus at Moody Street and would not create an east-west through connection from Moody Street to Lexington Drive through the Buildout Area. This proposal is consistent with the "backbone" circulation network provided in the Specific Plan.

As discussed above, VMT measures the amount of driving a project is expected to generate compared to the regional average and looks at the average number of miles people travel each day for activities like commuting, shopping, and errands. In general, projects located near jobs, shops, and public transit tend to have lower VMT, while those in more auto-dependent areas tend to have higher VMT. Importantly, VMT does not measure traffic congestion or roadway conditions. It focuses on how far people travel, not how traffic flows. While construction of an east-west Vessels Circle through connection to Lexington Drive would nominally reduce VMT associated with vehicles traveling east and west of the Buildout Area as vehicles would not have to drive around the Buildout Area, based on existing peak hour traffic volumes taken for the Lexington Drive/Cerritos Avenue, Lexington Drive/Katella Avenue, Walker Street/Katella Avenue, and Walker Street/Cerritos Avenue intersections, there is little demand for vehicle trips traveling east and west through the Buildout Area and most vehicles are traveling to and from farther locations. Accordingly, the minor reduction in VMT associated with vehicles traveling east and west of the Buildout Area would not result in any meaningful VMT reduction associated with buildout of the proposed project and would not change the overall VMT conclusions presented in the VMT Memo and Draft EIR. Therefore, because a Vessels Circle east-west through connection to Lexington Drive would not substantially reduce the distance people are traveling to and from the Buildout Area, modifying the proposed project to include a Vessels Circle east-west through connection to Lexington Drive would not reduce or avoid the proposed project's significant and unavoidable VMT impact. This proposal also was not contemplated in the Specific Plan and construction of a new east-west connection would not be permitted under the existing Specific Plan. An amendment to the Specific Plan would be required, which necessitates another voter-approval, similar to the Measure S approval process.

In addition, as previously discussed, because the proposed project is analyzed in the Draft EIR at the programmatic level, the specific future projects associated with implementation of the proposed project, including the specific accessways and internal roadway network beyond the main "backbone" roadways shown on Figure 3-5 of the Draft EIR, cannot be determined at this time. Future development projects associated with implementation of the proposed project would be reviewed by the City on a project-by-project basis in order to ensure that the proposed development is consistent with the Specific Plan. Specifically, through the design review process, future development projects would be required to submit a detailed site plan that depicts the

proposed circulation network for each development, including pedestrian pathways and bicycle trails that would be included in each development. As such, project-specific design review for future development projects would provide various routes for pedestrians and cyclists, even in these are not provided as part of a Vessels Circle through connection to Lexington Drive.

Further, as discussed in Section 4.17, Transportation, of the Draft EIR, implementation of the proposed project would provide sidewalks along the project frontages and throughout the Buildout Area that would provide connections to existing pedestrian and bicycle facilities in the surrounding area. Specifically, as discussed in Section 4.17 of the Draft EIR, the proposed project is assumed to include the addition of approximately 1 mile of bicycle facilities, connecting to the existing bicycle network. In addition, pedestrian access via sidewalks to the Buildout Area would be from Katella Avenue, Cerritos Avenue, Lexington Drive, and Vessels Circle, as extended. Additional pedestrian circulation improvements include sidewalks along the extension of Moody Street south of Cerritos Avenue. These pathways, together with the existing pedestrian infrastructure on the surrounding streets, would ensure seamless integration with the broader pedestrian network, effectively linking the Buildout Area with nearby amenities and transit options.

Additionally, as detailed in **Mitigation Measure TRA-1**, the proposed project would be required to implement feasible TDM strategies to mitigate the proposed project's VMT impact, which include constructing or improving bicycle facilities that would connect the proposed project to the existing regional bicycle network and improving the pedestrian network, including the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area. All future development facilitated by the proposed project would be required to comply with the requirements of **Mitigation Measure TRA-1** related to providing and improving bicycle and pedestrian facilities, as well as City policies regarding bicycle parking and other infrastructure. In addition, the proposed project would not include features that would disrupt existing or planned bicycle or pedestrian facilities. Therefore, the proposed project would improve pedestrian and bicycle mobility in the Buildout Area and in the surrounding area and would help further the City's goals of promoting alternative transportation.

As discussed in Section 4.15, Public Services, of the Draft EIR, based on communication with the Orange County Fire Authority (OCFA) and Cypress Police Department (CPD), implementation of the proposed project would not result in any significant impacts related to fire, police protection, or emergency services. In addition, all future projects implemented in accordance with the proposed project would be required to adhere to all OCFA and CPD requirements, including providing adequate fire flow/structure protection to the properties, hydrants spaced to meet the minimums identified in the fire code, and providing adequate access for emergency vehicles.

Further, all future development projects would be required to obtain City approval of building plans prior to issuance of building permits and would be required to demonstrate during the development review process that law enforcement providers would be able to provide adequate police protection services. In addition, through the City budgetary process a portion of development impact fees would be directed to the CPD, as deemed necessary. The development impact fees have been adopted by the City and are updated periodically following the preparation of a nexus study to confirm that the impact fees are in alignment with the costs required to complete new capital improvements to serve the new development. Future development would also be required to

comply with **Regulatory Compliance Measure PS-1**, which requires coordination with OCFA to determine if any development impact fees will be required for the project related to OCFA staffing and service. Therefore, implementation of the proposed project would not result in any potential significant impacts related to public health, safety and welfare.

Overall, implementation of the proposed project, which does not currently include an east-west Vessels Circle through connection to Lexington Drive, would be consistent with City goals related to encouraging alternative modes of transportation and improving pedestrian and bicycle connections, and does not result in any potentially significant impacts related to public health, safety and welfare. In addition, the provision of an east-west Vessels Circle through connection to Lexington Drive would not reduce the proposed project's significant and unavoidable VMT impact.

2.2 STATE AGENCIES

This page intentionally left blank

Comment Letter S-1

Department of Toxic Substances Control

Yana Garcia
Secretary for
Environmental Protection

Katherine M. Butler, MPH, Director
8800 Cal Center Drive
Sacramento, California 95826-3200
dtsc.ca.gov

Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

March 26, 2026

Alicia Velasco
Planning Director
City of Cypress
5275 Orange Avenue
Cypress, CA 90630
avelasco@cypressca.org

RE: DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SPECIFIC PLAN 3.0 BUILDOUT PROJECTDATED MARCH 17, 2026, STATE CLEARINGHOUSE NUMBER 2025040377

Dear Alicia Velasco,

The Department of Toxic Substances Control (DTSC) reviewed the Draft Environmental Impact Report (DEIR) for the Specific Plan 3.0 Buildout Project (Project). The proposed Project consists of the reasonably foreseeable buildout of a portion of the area governed by the Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan) that includes approximately 134 acres of land in the city. The proposed Project includes the approval of Vesting Tentative Tract Map No. 19247 which includes lots with a total land area of approximately 151.6 acres. The proposed Project evaluated in this Draft EIR includes 1,791 residential units and 440,000 square feet of non-residential uses that could occur within the Buildout Area. S-1-1

According to the Phase I Environmental Site Assessment conducted by Partner Engineering and Science, Inc. (Partner), Historical Recognized Environmental Conditions, Controlled Recognized Environmental Conditions, and Business Environmental Risks were detected on the Project site and Partner recommended that S-1-2

an Operation and Maintenance (O&M) Program should be implemented. DTSC recommends and requests consideration of the following comments S-1-2 cont.

1. Since the proposed Project includes residential development, DTSC recommends that the City of Cypress enter into a voluntary agreement to address any existing contamination on the property or receive oversight from a self-certified local agency, DTSC, or the Regional Water Quality Control Board. If entering into one of DTSC's voluntary agreements, please note DTSC uses a single standard Request for Lead Agency Oversight Application for all agreement types. Please apply for DTSC oversight using this link: Request for Agency Oversight Application. Submittal of the online application includes an agreement to pay costs incurred during agreement preparation. If you have any questions about the application portal, please contact the relevant Regional Brownfield Coordinator for your Project. S-1-3
2. DTSC recommends all imported soil/fill material be tested to ensure all COCs meet screening levels as outlined in DTSC's Preliminary Endangerment Assessment Guidance Manual. Furthermore, DTSC advises referencing the DTSC Information Advisory Clean Imported Fill Material Fact Sheet if importing soil/fill is necessary. To minimize the possibility of introducing contaminated soil/fill material, there should be documentation of the origins of the soil/fill material and, if applicable, sampling be conducted to ensure that the imported soil/fill material is suitable for the intended land use. The sampling should include analysis based on the source of the soil/fill and knowledge of prior land use. S-1-4

DTSC appreciates the opportunity to comment on the DEIR for the Specific Plan 3.0 Buildout Project. Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any questions or would like clarification on DTSC's comments, please respond to this letter or via email for additional guidance. S-1-5

Sincerely,



Tamara Purvis
Associate Environmental Planner
HWMP - Permitting Division – CEQA Unit
Department of Toxic Substances Control
Tamara.Purvis@dtsc.ca.gov

cc: (via email)

Governor's Office of Land Use and Climate Innovation
State Clearinghouse
state.clearinghouse@lci.ca.gov

Los Alamitos Race Course
Project Applicant
lchang@sheppard.com

Ryan Bensley
Principal / Consultant
LSA Associates, Inc. / Consulting Firm
ryan.bensley@lsa.net

Dave Kereazis
Associate Environmental Planner
HWMP-Permitting Division – CEQA Unit
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

Scott Wiley
Analyst II
HWMP - Permitting Division – CEQA Unit
Department of Toxic Substances Control
Scott.Wiley@dtsc.ca.gov

This page intentionally left blank

2.2.1 CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES CONTROL (DTSC)

Letter Code: S-1
Date: March 26, 2026

Response to Comment S-1-1

This comment provides introductory remarks and summarizes the proposed project.

The City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment S-1-2

This comment summarizes the conclusions and recommendations provided in the Phase I Environmental Site Assessment (ESA) prepared for the proposed project. Specifically, this comment states that the Phase I ESA identified historical recognized environmental conditions (HREC), controlled recognized environmental conditions (CREC), and business environmental risks (BER) within the Buildout Area and recommends an Operation and Maintenance (O&M) Program be implemented.

The results of the Phase I ESA prepared for the proposed project were summarized and discussed in Section 4.9, Hazards and Hazardous Materials, of the Draft EIR. In addition, as provided in Section 4.9, future development facilitated by the proposed project would be required to implement **Mitigation Measure HAZ-1**. **Mitigation Measure HAZ-1** requires implementation of the recommendations provided in the Phase I ESA, including preparation and implementation of an O&M Plan to safely manage the asbestos containing materials (ACMs) and lead based paint (LBP) associated with the existing buildings within the Buildout Area. Mitigation Measure HAZ-1 also requires providing a copy of the Draft EIR to the Orange County Health Care Agency (OCHCA) to notify them of the proposed change in land use facilitated by the proposed project. As such, the proposed project would implement the recommendations provided in the Phase I ESA.

Response to Comment S-1-3

This comment recommends that, because the proposed project includes residential uses, the City enter into a voluntary agreement to address any existing contamination within the Buildout Area or receive oversight from a self-certified local agency, DTSC, or the Regional Water Quality Control Board (RWQCB).

As discussed above and in Section 4.9, Hazards and Hazardous Materials, of the Draft EIR, the Phase I ESA identified the presence of a CREC, a HREC, and a BER in association with the Buildout Area. The identified HREC was associated with a 2,000-gallon, two-compartment underground storage tank (UST) used for gasoline and diesel fuel located in the former golf course maintenance area near Lexington Drive, which was removed in March 2004. Due to the removal of the UST, regulatory oversight and closure, limited impacts below risk thresholds, and subsequent redevelopment of the site, the former UST is considered an HREC and no longer presents a hazardous environmental condition associated with the Buildout Area. The potential BER is associated with the age of the

buildings on site, which may include ACMs or LBP. The identified CREC was related to the historical removal of four USTs—two 10,000-gallon, one 2,000-gallon, and one 1,000-gallon—that had been used to store gasoline and diesel for maintenance vehicles. These tanks were removed in 1988 under the oversight of the OCHCA. By 1996, OCHCA granted regulatory case closure, confirming that remaining contamination levels were below thresholds of concern. The closure requires notification of OCHCA if a change in land use is proposed.

The Draft EIR prescribed **Mitigation Measure HAZ-1**, requires implementation of the recommendations provided in the Phase I ESA, including preparation and implementation of an O&M Plan to safely manage the suspect ACMs and LBP associated with the existing buildings within the Buildout Area and the notification of the OCHCA as required in the case closure summary from 1996 for the CREC due to the proposed project's change in land use. In compliance with **Mitigation Measure HAZ-1**, a copy of the Draft EIR and the NOC was provided to OCHCA as part of the public review process. The implementation of the recommendations provided in the Phase I ESA, as required by **Mitigation Measure HAZ-1**, would reduce potential impacts associated with the release of hazardous materials into the environment through reasonably foreseeable upset and accident conditions to less than significant. In addition, no active recognized environmental conditions (REC) were identified within the Buildout Area, and no additional subsurface investigations were recommended. The City has not received any correspondence from OCHCA in response to the NOP and Draft EIR.

Although there is no evidence of existing contamination within the Buildout Area that would create a significant hazard to the public or the environment based on the results of the Phase I ESA, the City will consider entering into a voluntary agreement with a self-certified local agency, DTSC, or the RWQCB as part of the development process.

Response to Comment S-1-4

This comment recommends that all imported soil/fill material be tested to ensure all chemicals of concern (COCs) meet screening levels as outlined in DTSC's Preliminary Endangerment Assessment Guidance Manual. This comment also advises referencing the DTSC Information Advisory Clean Imported Fill Material Fact Sheet if importing soil/fill is necessary, documenting of the origins of the soil/fill material, and, if applicable, conducting sampling to ensure that the imported soil/fill material is suitable for the intended land use.

Development within the Buildout Area facilitated by the proposed project would occur on a project-by-project basis and the specific design and sequencing of those projects cannot be determined at this time. Future construction would include grading and excavation activities that could require the import of soil/fill material. Consistent with DTSC's guidance, future development under the proposed project would be required to test all imported soil and fill material or source soil and fill material from a provider that is able to certify that the soil has been tested and meets established safety standards in order to minimize the possibility of introducing contaminated soil and fill material to the project site, consistent with standard construction practices.

Response to Comment S-1-5

This comment provides concluding remarks and contact information.

The City acknowledges this comment and looks forward to future communications with DTSC regarding development of the proposed project.

This page intentionally left blank

Comment Letter S-2

California Department of Transportation

DISTRICT 12
1750 East 4th Street, Suite 100 | SANTA ANA, CA 92705
(657) 328-6000 | FAX (657) 328-6522 TTY 711
https://dot.ca.gov/caltrans-near-me/district-12

April 30, 2026

Ms. Alicia Velasco
Planning Director
City of Cypress
5275 Orange Avenue
Cypress, California 90630

File: LDR/CEQA
SCH: 2025040377
12-ORA-2025-03062
I-605, PM R1.441
I-405, PM 20.812
SR 22, PM R1.104
SR 39, PM 11.211

Dear Ms. Velasco,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Draft Environmental Impact Report (DEIR) for the Specific Plan 3.0 Buildout Project (Project). The proposed Project includes the approval of Vesting Tentative Tract Map No. 19247 (VTTM 19247). The land subject to VTTM 19247 is greater than the Specific Plan Area because VTTM 19247 includes Lots 8 and 9, which are part of the existing Grace Church property and include approximately 17.55 acres of land located outside the area governed by the Specific Plan. The environmental analyses in this DEIR do not consider future development of Lots 8 and 9. The development scenario evaluated in the DEIR will include 1,791 residential units and 480,000 square feet of non-residential uses. VTTM 19247 includes 14 numbered lots. The proposed project includes residential development on Lots 2 through 4, 7, and 10 through 14, non-residential development on Lots 10 through 14, and the development of park and recreational improvements on Lots 1, 5 and 6. S-2-1

Regional vehicular access to the Project area is provided by Interstates (I-) 605 and I-405, which are approximately 1.5 miles to the west and 2.1 miles to the south, respectively; State Route (SR) 39, approximately 2.7 miles to the east; and SR 22, approximately 2 miles to the south. I-605, I-405, SR 39, and SR 22 are under the ownership and operation of Caltrans, which acts as a commenting agency for this project. Accordingly, Caltrans has provided the following feedback: S-2-2

1. On May 5th, 2025, the Caltrans District 12 Branch of Local Development Review (LDR)-Climate Change-Transit Planning submitted a letter to City of Cypress that included the following comment: "Analysis and discussion of the 95% vehicle queue is being requested. This is due to the additional trips on the off-ramp(s) that lead to the site and/or left-turn lane to on-ramp that came from the site at Valley View Street interchange. If there is an overflow to the adjacent lane(s), there is a potential cause of safety concerns." The comment is not included in Table 2.A (Notice of Preparation Agency Comments Received) of the DEIR. Please revise the table to include the comment. In addition, to ensure that any potential safety concern is addressed, please address the comment. S-2-3

2. Analysis and discussion of the 95% vehicle queue is being requested. This is due to the additional trips on the I-605 off-ramp(s) that lead to the site and/or right and left-turn lanes to on-ramp that came from the site at Katella Ave and W Cerritos Ave. If there is an overflow to the adjacent lane(s), there is a potential cause of safety concerns. S-2-4

3. The Traffic Study for: Cypress Specific Plan 3.0 Buildout indicates that the Project would generate approximately 21,041 vehicle trips daily, with 1,019 trips in the morning peak hour and 1,418 trips in the evening peak hours. In addition, figure 6A and 6B shows the percentage of traffic distribution direction toward state facilities. For I-605 and Cerritos ramps, I-605 and Katella Ramps, and SR 22 and Valley View Street Ramps, please demonstrate whether the project-related traffic effect is considered deficient or not under the Highway Capacity Manual (HCM) methodology and per Caltrans Guidelines. S-2-5

4. Please ensure that Caltrans is informed of any subsequent bids or future phases of development associated with this Specific Plan. S-2-6

5. Caltrans supports local developments that are consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public and health safety. This can be achieved by promoting smart growth principles in projects which provide a diversity of housing choices and destinations accessible by active transportation (i.e. bicycle and pedestrian) and transit users. S-2-7

6. Caltrans recommends outlining the expected number of units that will be made affordable and the income levels of the affordable units in support of the final 2014-2021 Regional Housing Needs Assessment (RHNA) adopted by Southern California Association of Governments (SCAG), which identified the 2021-2029 future housing need for City of Cypress as 3,936 units, including 1,807 lower-income units. S-2-8

7. Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable "smart growth" type land use planning and policies. S-2-9

8. Caltrans supports measures to unbundle residential parking costs from property costs to decrease vehicle ownership and incentivize the use of public transit, resulting in a reduction of Vehicle Miles Traveled (VMT) and GHG emissions. For additional guidance, please refer to CAPCOA Handbook Strategy T-16. S-2-10

9. Caltrans encourages the design of Complete Streets that include high-quality pedestrian, bicycle, and transit facilities that are safe and comfortable for users of all ages and abilities. Improvements may include providing secure bicycle parking, pedestrian-oriented LED lighting, wayfinding signage, and comfortable connections to nearby active transportation and/or transit facilities. Complete Streets improvements also promote regional connectivity, improve air quality, reduce congestion, promote improved first-/last-mile connections, and increase safety for all modes of transportation. Continue to incorporate Complete Streets in project development. S-2-11

10. The project is adjacent or close to several existing bike facilities: Class I bike lanes on Walker Street; Class II bike lanes on Moody Street and Walker Street; and Class III bike lanes on Cerritos Avenue. Caltrans S-2-12

therefore recommends the inclusion of secure and functional short-term bike parking. Short-term bike parking at public locations should be placed in visible areas that are close to main destinations and should be installed at least 24" away from walls and other objects (e.g. trash cans, plants, etc.). With the increasing popularity of electric bikes and cargo/utility bikes, bike parking should also be designed to accommodate different styles, sizes, and weights of bikes (e.g. cargo bike, bike with trailer, adult tricycle, etc.). For additional guidance on bicycle parking best practices, see the "Essentials of Bike Parking" guidance created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: https://www.apbp.org/Publications). S-2-12 cont.

11. During construction, please ensure that appropriate detours and safety measures are in place that prioritize mobility, access, and safety for all modes of transportation, including bicyclists, pedestrians, and transit users. S-2-13

12. Orange County Transportation Authority (OCTA) Route 50 runs along Katella Avenue and currently has existing bus stops near Lexington Drive, Siboney Street, Winners Circle, and Walker Street in the vicinity of the Buildout Area. Route 50 provides transportation to/from the Cities of Orange and Long Beach via Katella Avenue. OCTA Route 123 runs along Valley View Street. Caltrans encourages collaboration with OCTA to increase transit frequency to reduce waiting and overall travel times, which improves the user experience and increases the attractiveness of transit service. This results in a mode shift from single occupancy vehicles to transit, which reduces VMT and associated Greenhouse Gas (GHG) emissions. For additional guidance, please refer to the California Air Pollution Control Officers Association (CAPCOA) Handbook Strategy T-26. S-2-14

13. Please consider providing improvements to the nearest bus stops in each direction, such as bus shelters and other amenities. The developer could also consider adopting nearby bus stops for ongoing cleaning and maintenance to make it safer and more comfortable to ride transit. For additional guidance, please refer to CAPCOA Handbook Strategy T-46. S-2-15

14. Please consider providing transit subsidies to residents as an incentive to increase transit ridership, resulting in a reduction of VMT and GHG S-2-16

emissions. For additional guidance, please refer to CAPCOA Handbook Strategy T-9. S-2-16 cont.

15. The Draft EIR should quantify project generated truck activity, including daily/peak hour truck trips by class, delivery schedules, staging behavior, and loading/unloading profiles. S-2-17

16. Please evaluate whether the State Highway System (SHS) on-/off-ramps serving the project area have adequate storage capacity to prevent truck queues from spilling back into the mainline or onto local streets, and whether signal timing at ramp terminals provides sufficient clearance for heavy vehicles. Sight distance at driveways and intersections must remain unobstructed to ensure safe truck ingress/egress. S-2-18

17. The Final EIR should include a detailed analysis of internal circulation, including how trucks will navigate separate areas for processing, loading, staging, and employee/customer parking. Clear separation of functions reduces conflict risk and improves operational efficiency. S-2-19

18. If on-street loading or curbside deliveries are proposed, please ensure freight-only spaces do not intrude into bicycle lanes or travel lanes, loading ramps do not block pedestrian pathways, delivery windows avoid peak commute hours, and enforcement mechanisms are in place. S-2-20

19. The Final EIR should also address truck turning radii, internal posted speed limits, height clearances, and potential conflicts with vulnerable road users. For locations with high pedestrian/bicycle activity, additional safety treatments (e.g., marked crossings, lighting, sight line improvements) should be considered. S-2-21

20. Projects in the buildout should include zero or near zero emissions infrastructure, such as electric charging stations for passenger vehicles and Zero Emission Vehicle(ZEV) Trucks. S-2-22

21. If the project area overlaps with Assembly Bill (AB) 617 communities or high scoring CalEnviroScreen tracts, the Final EIR should describe how community identified concerns (noise, air quality, mobility barriers) will be S-2-23

mitigated to less than significant levels where feasible. Consider measures such as urban greening (e.g., green walls), enhanced buffer zones, dedicated truck routes to avoid sensitive land uses, and air and noise reduction strategies. S-2-23 cont.

22. Project plans and traffic control plans must be stamped and signed by a licensed engineer. For all plans, including traffic control plans, Caltrans Right-of-Way (R/W) lines should be clearly labeled, which include existing and proposed (if there are any changes to Caltrans R/W), the north arrow, the edge of pavement, and edge of the sidewalk, if applicable. When submitting the application, please include final Environmental Clearance Documentation, relevant design details including design exception approvals and construction and drainage plans, traffic control plans, traffic management plan and traffic impact study if proposed traffic delay of 30 minutes above normal recurring traffic delay is anticipated, any Caltrans R/W certifications if needed, maintenance agreement as needed, shoring plans for any excavation 5-feet or more, ADA certification, and any letter of authorizations. S-2-24

Caltrans' mission is to improve lives and communities through transportation. Please continue to coordinate with Caltrans for any future developments that could potentially impact State transportation facilities. If you have any questions, please do not hesitate to contact Arlo Phan at Arlo.Phan@dot.ca.gov. S-2-25

Sincerely,

Cole Iwamasa

Cole Iwamasa (on Behalf of Scott Shelley)
Office Chief
Division of Transportation Planning
Caltrans, District 12

2025040377 Specific Plan 3.0 Buildout DEIR Comment Letter

Final Audit Report 2026-05-01

Created:	2026-05-01
By:	Arlo Phan (s161830@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAwtyi0SiM_io1c--z52ZCZgCLjlZIB2H_

"2025040377 Specific Plan 3.0 Buildout DEIR Comment Letter" History

Document created by Arlo Phan (s161830@dot.ca.gov)
2026-05-01 - 0:50:25 AM GMT- IP address: 47.147.218.166

Document emailed to Cole Iwamasa (s142712@dot.ca.gov) for signature
2026-05-01 - 0:50:52 AM GMT

Email viewed by Cole Iwamasa (s142712@dot.ca.gov)
2026-05-01 - 0:51:05 AM GMT- IP address: 54.147.148.161

Document e-signed by Cole Iwamasa (s142712@dot.ca.gov)
Signature Date: 2026-05-01 - 0:51:44 AM GMT - Time Source: server- IP address: 149.136.17.249

Agreement completed.
2026-05-01 - 0:51:44 AM GMT

Powered by Adobe Acrobat Sign

This page intentionally left blank

2.2.2 CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS), DISTRICT 12

Letter Code: S-2
Date: April 30, 2026

Response to Comment S-2-1

This comment provides introductory remarks and summarizes the proposed project evaluated in the Draft EIR.

The City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment S-2-2

This comment states that because regional vehicular access to the Buildout Area is provided by Interstate (I-) 605, I-405, State Route (SR-) 39, and SR-22, which are owned and operated by Caltrans, Caltrans has provided comment on the proposed project and Draft EIR.

The City acknowledges this comment. The responses to the specific comments provided by Caltrans are provided in Response to Comment S-2-3 through Response to Comment S-2-24, below.

Response to Comment S-2-3

This comment states that the letter sent by Caltrans District 12 on May 5, 2025, in response to the NOP prepared for the proposed project, which requested analysis and discussion of the 95 percent vehicle queue, was not included in Table 2.A: Notice of Preparation Agency Comments Received, of the Draft EIR, and requested the comment letter be added and addressed.

As provided in Section 3.0, Errata, of this Final EIR, Table 2.A: Notice of Preparation Agency Comments Received, of the Draft EIR has been updated to include the NOP comment letter from Caltrans. It should be noted that although this NOP comment letter was not included in Table 2.A of the Draft EIR, this letter was summarized and discussed in Section 4.17, Transportation, of the Draft EIR.

Refer to Response to Comment S-2-4, below, for the discussion of the 95 percent vehicle queue and potential safety concerns.

Response to Comment S-2-4

This comment requests the analysis and discussion of the 95 percent vehicle queue and the potential safety concerns if there is an overflow to adjacent lane(s).

In response to the NOP released in April 2025 for the proposed project, Caltrans requested that the Draft EIR include an analysis and discussion of the 95 percent vehicle queue due to the additional trips on the State on/off-ramps that lead to and from the Buildout Area, including at the SR-22/Valley View Street interchange. Based on the anticipated number of vehicles that would use these on/off-ramps, as provided by the Traffic Study prepared for the proposed project, this analysis

was determined not to be warranted in order to conclude that traffic safety impacts, including substantially increasing hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, would be less than significant. As such, the Draft EIR did not include the queuing analysis.

Nonetheless, in response to Caltrans' scoping comments as well as similar comments included in its Draft EIR comment letter requesting a 95 percent queuing analysis, Kimley Horn Associates prepared the *Caltrans 95% Vehicle Queue Analysis* (95% Vehicle Queue Analysis)[1] which was sent to Caltrans on April 30, 2026 to address the concerns raised by the commenter. As described above, the queuing analysis is not required under CEQA because the proposed project's contribution to traffic volumes on nearby on/off-ramps would be limited and have a less than significant impact related to traffic safety (e.g., geometric design, incompatible uses, etc.). The queuing analysis is also not required under a VMT analysis. The results of the analysis indicate the following:

- Westbound left and right vehicle queues on the SR-22 Westbound Off-ramp for the Build-Out 2038 and Build-Out 2038 Plus Project would be contained with the existing storage capacity during both peak hours. The proposed project would add approximately two vehicles to the westbound right-turn movement during the PM peak hour.

- Northbound right-turn vehicle queues at the Valley View Street/Bolsa Chica Road intersection at Garden Grove Boulevard would exceed the pocket storage for the Build-Out 2038 and Build-Out 2038 Plus Project conditions; however, the fourth through lane is a drop lane that becomes the right-turn pocket and there is sufficient lane storage to accommodate the turn movement queue. The proposed project would not add vehicles to this movement.

- Southbound left-turn vehicle queues at the Valley View Street/Bolsa Chica Road intersection at Garden Grove Boulevard would exceed the pocket storage for the Build-Out 2038 and Build-Out 2038 Plus Project conditions by approximately a half-length of a passenger vehicle. However, the dual turn pocket opening would be sufficient to accommodate this queue exceedance. The proposed project would add approximately one vehicle.

- Westbound left and right vehicle queues on the SR-22 Westbound Off-ramp for the Build-Out 2038 and Build-Out 2038 Plus Project would exceed the pocket storage for the Build-Out 2038 and Build-Out 2038 Plus Project. However, the westbound lanes become drop lanes into both the left and right-turn pockets and there is approximately 700 feet to the next intersection to accommodate the anticipated vehicle queues. The proposed project would add approximately one vehicle in the PM peak hour and would not add vehicles to the westbound left-turn movement.

Overall, because the 95% Vehicle Queue Analysis determined that the vehicle queues with implementation of the proposed project could be adequately accommodated by the existing lane configurations, implementation of the proposed project would not result in potential safety concerns due to an overflow to adjacent lanes. Therefore, the 95% Vehicle Queue Analysis confirms that traffic safety impacts with implementation of the proposed project, including substantially

[1] Kimley-Horn and Associates, Inc. 2026. *Caltrans 95% Vehicle Queue Analysis*. April 30.

increasing hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, would remain less than significant, as provided in the Draft EIR.

In addition, as discussed in Section 4.17, Transportation, of the Draft EIR, except as otherwise provided in the Specific Plan, all roadway improvements in and around the Buildout Area shall be designed and constructed in accordance with Chapter 25, Article 5, Public Improvements, of the City's Municipal Code and applicable Public Works Design Standards, which establish minimum requirements for street widths, curb return radii, intersection design, and driveway access. Except as otherwise provided in the Specific Plan, driveway design and access control shall also comply with the City's Municipal Code, Appendix I (Zoning), Chapter 3.14 – Off-Street Parking and Loading, which regulates driveway width, location, and spacing to prevent hazardous conflicts between vehicular and pedestrian movements. In addition, except as otherwise provided in the Specific Plan, all final site and roadway improvement plans shall conform to the City's Public Works Design Criteria Manual, which incorporates *California Manual on Uniform Traffic Control Devices* (CA MUTCD) standards for intersection control, sight distance, and geometric design. Further, all final improvement and site access plans shall be subject to review and approval by the City's Public Works prior to issuance of building permits. Compliance with these requirements and design standards would ensure that new roadway and driveway improvements avoid sharp curves, unsafe intersection geometry, and visual obstructions, thereby maintaining safe and efficient circulation within and adjacent to the Buildout Area. For these reasons, the proposed project's impact related to a substantial increase in hazards due to a design feature or incompatible use would be less than significant, as provided in the Draft EIR.

Response to Comment S-2-5

This comment is related to the Traffic Study prepared for the proposed project and requests that potential deficiencies under the Highway Capacity Manual (HCM) methodology and/or the Caltrans Guidelines be demonstrated for the I-605 and Cerritos Avenue ramps, the I-605 and Katella Avenue ramps, and the SR-22 and Valley View Street ramps.

The City acknowledges this comment. As previously discussed, transportation impacts under CEQA are evaluated based on a project's effect on VMT, not LOS. The Traffic Study is only referenced in the Draft EIR as it relates to the anticipated number of daily vehicle trips associated with full buildout of the proposed project. No analysis contained in the Traffic Study is included in the Draft EIR, and the Traffic Study is provided on the City's website for informational purposes only. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment S-2-6

This comment requests that Caltrans be informed of any subsequent bids or future phases of development associated with implementation of the Specific Plan.

The City will continue to inform and coordinate with Caltrans regarding future development of the Buildout Area associated with implementation of the proposed project. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment S-2-7

This comment states that Caltrans supports local developments that are consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public and health safety, which can be achieved by promoting smart growth principles in projects which provide a diversity of housing choices and destinations accessible by active transportation (i.e. bicycle and pedestrian) and transit users.

As discussed in Chapter 3.0, Project Description, of the Draft EIR, the Specific Plan includes six land use districts that permit housing at a range of densities, which allows for the development of various housing typologies. Specifically, the Specific Plan's Mixed-Use (Town Center/HDR) District permits higher-density residential development with a maximum density of 30 dwelling units per gross acre. The Mixed-Use (Town Center/MDR) District allows for medium-density residential development with a maximum density of 15 dwelling units per acre. The Specific Plan also includes a Residential District that allows a mix of attached and detached single family residential uses as well as two other land use districts that would allow medium density residential development. Therefore, the proposed project would provide for a variety of residential densities and housing typologies.

In addition, as discussed in Section 4.17, Transportation, of the Draft EIR, implementation of the proposed project would provide sidewalks along the project frontages and throughout the Buildout Area that would provide connections to existing pedestrian and bicycle facilities in the surrounding area. Specifically, the proposed project is assumed to include the addition of approximately 1 mile of bicycle facilities, connecting to the existing bicycle network. In addition, pedestrian access via sidewalks to the Buildout Area would be from Katella Avenue, Cerritos Avenue, Lexington Drive, and Vessels Circle, as extended. Additional pedestrian circulation improvements include sidewalks along the extension of Moody Street south of Cerritos Avenue. These pathways, together with the existing pedestrian infrastructure on the surrounding streets, would ensure seamless integration with the broader pedestrian network, effectively linking the Buildout Area with nearby amenities and transit options.

Additionally, as detailed in **Mitigation Measure TRA-1**, the proposed project would be required to implement feasible TDM strategies to mitigate the proposed project's VMT impact, which include constructing or improving bicycle facilities that would connect the proposed project to the existing regional bicycle network and improving the pedestrian network, including the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area. All future development facilitated by the proposed project would also be required to comply with City policies regarding bicycle parking and other infrastructure. In addition, the proposed project would not include features that would disrupt existing or planned bicycle or pedestrian facilities, and the Buildout Area is located in proximity to transit service provided by the Orange County Transportation Authority (OCTA) along Katella Avenue and Valley View Street. OCTA Route 50 runs along Katella Avenue, with existing bus stops located near Lexington Drive, Siboney Street, Winners Circle, and Walker Street in the vicinity of the Buildout Area. Therefore, the proposed project would improve pedestrian and bicycle mobility in the Buildout Area and in the surrounding area and would help further the City's goals of promoting alternative transportation.

Therefore, the proposed project would be consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public and health safety. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment S-2-8

This comment recommends that the expected number of affordable units and the income levels for the affordable units be outlined for the proposed project.

The Draft EIR analyzed buildout of the Specific Plan within the Buildout Area at a "programmatic" level. According to Section 15168 of *State CEQA Guidelines,* a Program EIR may be prepared for a series of actions that are related geographically, as logical parts in a chain of contemplated actions, or in connection with the issuance of plans that govern the conduct of a continuing program (per Section 15168(a)). If a later activity is found to be within the scope of the Program EIR, no further environmental documents would be required.

Because the proposed project is analyzed in the Draft EIR at the programmatic level, the specific future projects associated with implementation of the proposed project, including the specific number of affordable (low income), moderate (medium income), or market rate units that would be constructed within the Buildout Area, cannot be determined at this time. However, future development projects associated with implementation of the proposed project would be reviewed by the City on a project-by-project basis in order to ensure that the proposed development application specifies the income levels for proposed residential units.

Response to Comment S-2-9

This comment states that Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable "smart growth" type land use planning and policies.

The City acknowledges this comment and will continue to coordinate with Caltrans regarding future development of the Buildout Area associated with implementation of the proposed project. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment S-2-10

This comment states that Caltrans supports measures to unbundle residential parking costs from property costs to decrease vehicle ownership and incentivize the use of public transit, resulting in a reduction of VMT and GHG emissions.

The City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment S-2-11

This comment states that Caltrans encourages the design of Complete Streets that include high-quality pedestrian, bicycle, and transit facilities that are safe and comfortable for users of all ages and abilities.

Although the City does not currently have a Complete Streets requirement for new development, future development projects associated with implementation of the proposed project would consider the incorporation of Complete Streets design. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment S-2-12

This comment states that because the Buildout Area is in proximity to several existing bike facilities, including Class I bike lanes on Walker Street, Class II bike lanes on Moody Street and Walker Street, and Class III bike lanes on Cerritos Avenue, Caltrans recommends the inclusion of secure and functional short-term bike parking.

As discussed in Section 4.17, Transportation, of the Draft EIR, all future development associated with implementation of the proposed project would be required to comply with City policies regarding bicycle parking and other infrastructure. Accordingly, secure and functional short-term bike parking would be provided as part of future development. However, because the specific future projects associated with implementation of the proposed project cannot be determined at this time, the specific number and location of short-term bike parking also cannot be determined at this time. As part of the design review process for future development projects, these projects would be required to submit a detailed site plan that depicts the locations of short-term bike parking that would be included in each development, consistent with the Specific Plan and City requirements.

Response to Comment S-2-13

This comment requests that appropriate detours and safety measures are in place during construction that prioritize mobility, access, and safety for all modes of transportation, including bicyclists, pedestrians, and transit users.

As discussed in Section 4.17, Transportation, of the Draft EIR, temporary delays in traffic may occur during construction activities associated with implementation of the proposed project due to oversized vehicles traveling at lower speeds on the surrounding roadways turning into the Buildout Area. In addition, construction activities may require temporary road or lane closures in the vicinity of the Buildout Area. However, traffic generated by construction activity would be limited in duration and a Transportation Construction Plan (TCP) for construction activities associated with each development project within the Buildout Area would be submitted to the City of Cypress Public Works Department for review and approval. The TCP would include safety measures that prioritize mobility, access, and safety for all modes of transportation, including bicyclists, pedestrians, and transit users. Therefore, this request from Caltrans would be implemented during future construction activities and construction traffic impacts would be less than significant, as identified in the Draft EIR.

Response to Comment S-2-14

This comment encourages collaboration with OCTA to increase transit frequency in the vicinity of the Buildout Area to reduce waiting and overall travel times.

As discussed in Section 4.17, Transportation, of the Draft EIR, the City's General Plan Circulation Element contains Policy CIR-2.6, which requires the City to respond to increases in demand for additional bus service through interaction with OCTA and other available resources. Consistent with this policy, the City continually assesses ridership demand and coordinates with OCTA in order to address any potential service deficiencies in service. OCTA has also recently completed the 2024 Orange County Transit Vision Master Plan,[2] which aims to integrate, enhance, and expand multimodal transportation services throughout the County and is currently developing the Directions 2050 plan[3] to update OCTA's Long-Range Transportation Plan (LRTP). Directions 2050 will look ahead to 2050 and outline strategies to ensure that the County's transportation system remains efficient, safe, balanced, and sustainable, and addresses the provision of transit services. OCTA's Fiscal Year (FY) 2025-2026 budget also highlights increased transit service, including adding more bus service to meet rising demand, and investments in transit infrastructure.[4] Therefore, the City is already coordinating with OCTA regarding improving transit services. Further, as discussed in Section 4.17 of the Draft EIR, implementation of the proposed project would not interfere with implementation of these transit planning documents, including the specific actions to address the growing need for expanded transit service.

Response to Comment S-2-15

This comment requests the consideration of providing improvements to the nearest bus stops in each direction or adopting nearby bus stops for ongoing cleaning and maintenance.

As discussed above and in Section 4.17, Transportation, of the Draft EIR, implementation of the proposed project would not result in any significant impacts related to transit services and no improvements to bus stops are currently proposed. Future project developers associated with implementation of the proposed project may consider the provision of bus stop improvements or the adoption of the nearby bus stops.

Response to Comment S-2-16

This comment requests the consideration of providing transit subsidies as an incentive to increase transit ridership.

---

2 Orange County Transportation Authority (OCTA). 2025a. *2024 Orange County Transit Vision Master Plan*. May.

3 Orange County Transportation Authority (OCTA). 2025c. OCTA Seeks Public Input to Help Shape Orange County's Transportation Future. October 3. Website: https://www.octa.net/news/news-releases/octa-seeks-public-input (accessed October 2025).

4 Orange County Transportation Authority (OCTA). 2025b. OCTA Approves $1.74 Billion Balanced Budget for FY 2025-26. June 6. Website: https://www.octa.net/news/news-releases/octa-approves-174-billion-balanced-budget-for-fy-2025-26 (accessed October 2025).

As discussed above and in Section 4.17, Transportation, of the Draft EIR, implementation of the proposed project would not result in any significant impacts related to transit services and no transit subsidies for future occupants are currently proposed. Future project developers associated with implementation of the proposed project may consider the provision of transit subsidies for future occupants.

Response to Comment S-2-17

This comment states that the Draft EIR should quantify project-generated truck activities, including daily/peak hour truck trips by class, delivery schedules, staging behavior, and loading/unloading profiles.

As previously discussed, because the proposed project is analyzed in the Draft EIR at the programmatic level, the specific future projects associated with implementation of the proposed project cannot be determined at this time. The Draft EIR assumes the construction of up to 440,000 square feet of non-residential development, which could include retail, commercial, office, or other similar uses. However, because the specific future projects and non-residential uses cannot be determined at this time, the specific delivery schedules, staging behavior, and loading/unloading profiles also cannot be determined at this time. In addition, although some of these uses may include some light delivery activities, the proposed uses do not typically generate a significant number of truck trips.

In addition, future development projects associated with implementation of the proposed project would be reviewed by the City on a project-by-project basis in order to ensure that project operations would not result in disruptions of public roadways due to delivery staging behavior or loading/unloading activities that go beyond what was analyzed in the Draft EIR. Specifically, through the design review process, future development projects would be required to submit a detailed site plan that depicts delivery truck routes and loading/unloading area, if necessary, consistent with City requirements.

Response to Comment S-2-18

This comment requests the evaluation of whether the State Highway System (SHS) on-/off-ramps serving the project area have adequate storage capacity to prevent truck queues from spilling back into the mainline or onto local streets, and whether signal timing at ramp terminals provides sufficient clearance for heavy vehicles.

The City acknowledges this comment. As previously discussed in the Response to Comment S-2-4, the 95% Vehicle Queue Analysis completed for the proposed project determined that the vehicle queues at the Valley View Street/Bolsa Chica Road and Garden Grove Boulevard intersection and the SR-22 Westbound off-ramp with implementation of the proposed project could be adequately accommodated by the existing lane configurations and that implementation of the proposed project would not result in potential safety concerns due to an overflow to adjacent lanes. Therefore, traffic safety impacts with implementation of the proposed project, including substantially increasing hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, would remain less than significant, as provided in the Draft EIR. Given that the

Specific Plan does not allow the types of commercial and industrial land uses that would generate substantial truck traffic on nearby roadways, including the SHS, no additional analysis is warranted.

Response to Comment S-2-19

This comment states that the Final EIR should include a detailed analysis of internal circulation, including how trucks will navigate separate areas for processing, loading, staging, and employee/customer parking.

As previously discussed, because the proposed project is analyzed in the Draft EIR at the programmatic level, the specific future projects associated with implementation of the proposed project, including the specific internal circulation improvements beyond the main "backbone" roadways and how trucks would navigate separate areas for processing, loading, staging, and employee/customer parking, cannot be determined at this time. However, future development projects associated with implementation of the proposed project would be reviewed by the City on a project-by-project basis in order to ensure that the proposed development complies with City requirements relating to circulation improvements and that project operations would not result in disruptions of public roadways due to loading and staging activities. Specifically, through the design review process, future development projects would be required to submit a detailed site plan that depicts delivery truck routes, loading/unloading areas, and employee/customer parking, consistent with City requirements.

Response to Comment S-2-20

This comment states that if on-street loading or curbside deliveries are proposed, they should be designed to ensure that freight-only spaces do not intrude into bicycle lanes or travel lanes, loading ramps do not block pedestrian pathways, delivery windows avoid peak commute hours, and enforcement mechanisms are in place.

As discussed above, because the proposed project is analyzed in the Draft EIR at the programmatic level, the specific future projects associated with implementation of the proposed project, including the specific internal circulation improvements and locations of loading or curbside deliveries zones, cannot be determined at this time. However, future development projects associated with implementation of the proposed project would be reviewed by the City on a project-by-project basis in order to ensure that the proposed development complies with City requirements relating to circulation improvements. Specifically, through the design review process, future development projects would be required to submit a detailed site plan that depicts delivery truck routes and loading/unloading areas to ensure that freight-only spaces do not intrude into bicycle lanes or travel lanes, loading ramps do not block pedestrian pathways, delivery windows avoid peak commute hours, and enforcement mechanisms are in place.

Response to Comment S-2-21

This comment states that the Final EIR should address truck turning radii, internal posted speed limits, height clearances, and potential conflicts with vulnerable road users. This comment also states that additional safety treatments (e.g., marked crossings, lighting, sight line improvements) should be considered in locations with high pedestrian/bicycle activity.

The proposed project is analyzed in the Draft EIR at the programmatic level. The specific future projects associated with implementation of the proposed project, including the specific internal circulation improvements, cannot be determined at this time. Future development projects associated with implementation of the proposed project would be reviewed by the City on a project-by-project basis in order to ensure that the proposed development complies with City requirements relating to truck turning radii, internal posted speed limits, height clearances, and potential conflicts with vulnerable road users.

However, except as otherwise provided in the Specific Plan, all roadway improvements in and around the Buildout Area shall be designed and constructed in accordance with Chapter 25, Article 5, Public Improvements, of the City's Municipal Code and applicable Public Works Design Standards, which establish minimum requirements for street widths, curb return radii, intersection design, and driveway access. Except as otherwise provided in the Specific Plan, driveway design and access control shall also comply with the City's Municipal Code, Appendix I (Zoning), Chapter 3.14 – Off-Street Parking and Loading, which regulates driveway width, location, and spacing to prevent hazardous conflicts between vehicular and pedestrian movements. In addition, except as otherwise provided in the Specific Plan, all final site and roadway improvement plans shall conform to the City's Public Works Design Criteria Manual, which incorporates *California Manual on Uniform Traffic Control Devices* (CA MUTCD) standards for intersection control, sight distance, and geometric design. Further, all final improvement and site access plans shall be subject to review and approval by the City's Public Works prior to issuance of building permits. Compliance with these requirements and design standards would ensure that new roadway and driveway improvements avoid sharp curves, unsafe intersection geometry, and visual obstructions, thereby maintaining safe and efficient circulation within and adjacent to the Buildout Area. For these reasons, the proposed project's impact related to a substantial increase in hazards due to a design feature or incompatible use would be less than significant, as provided in the Draft EIR.

Response to Comment S-2-22

This comment states that future projects within the Buildout Area should include zero or near zero emissions infrastructure, such as electric charging stations for passenger vehicles and Zero Emission Vehicle (ZEV) trucks.

As discussed in Section 4.8, Greenhouse Gas Emissions, of the Draft EIR, **Mitigation Measure AIR-1** would require future development facilitated by the proposed project provide enhanced electric vehicle charging infrastructure that meets the requirements of the latest version of the CALGreen Code Tier 2 Voluntary Standards, consistent with the California Air Resources Board's (CARB) Scoping Plan guidance.

Response to Comment S-2-23

This comment states that if the project area overlaps with Assembly Bill (AB) 617 communities or high scoring CalEnviroScreen tracts, the Final EIR should describe how community identified concerns (noise, air quality, mobility barriers) will be mitigated to less than significant levels where feasible. This comment also suggested measures to achieve this, including urban greening (e.g., green walls), enhanced buffer zones, dedicated truck routes to avoid sensitive land uses, and air and noise reduction strategies.

According to the California Environmental Health Screening Tool (CalEnviroScreen 5.0),[5] the Buildout Area and the areas located directly east and west of the Buildout Area are scored at 55.88, meaning that they are around the 56th percentile statewide for all CalEnviroScreen 5.0 considerations. This indicates moderate cumulative environmental and socioeconomic burden relative to other California communities. Areas located directly north of the Buildout Area are scored at 49.11 and areas located directly south are scored at 41.9, meaning they are around 49th and 42nd percentile statewide for all CalEnviroScreen 5.0 considerations. This indicates a lower than average cumulative environmental and socioeconomic burden relative to other California communities. Accordingly, the Buildout Area and surrounding area are not high scoring CalEnviroScreen tracts. In addition, the South Coast Air Quality Management District (SCAQMD) does not designate any specific AB 617 communities within the City of Cypress.[6]

Response to Comment S-2-24

This comment states that project plans and traffic control plans must be stamped and signed by a licensed engineer, and all Caltrans Right-of-Way (R/W) lines should be clearly labeled. This comment also provides the requirements for submitting the application to Caltrans.

All future project plans and traffic control plans shall be stamped and signed by a licensed engineer. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment S-2-25

This comment provides concluding remarks and contact information.

The City acknowledges this comment and looks forward to future coordination with Caltrans regarding development of the proposed project.

[5] State of California, Office of Environmental Health Hazard Assessment (OEHHA). CalEnviroScreen 5.0, The California Environmental Health Screening Tool. Website: https://experience.arcgis.com/experience/8c5c5c91ebb8481a8a3d92c897faf8ed/page/Overall-Results#data_s=id%3AdataSource_87-19bb33ab09e-layer-3%3A4829 (accessed May 2026).

[6] South Coast Air Quality Management District (SCAQMD). AB 617 Community Air Initiatives. Website: https://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134# (accessed May 2026).

This page intentionally left blank

2.3 REGIONAL AGENCIES

This page intentionally left blank

Comment Letter R-1

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL:
avelasco@cypressca.org
Alicia Velasco, Planning Director
City of Cypress
Community Development Department, Planning Division
5275 Orange Avenue
Cypress, California 90630

April 30, 2026

Draft Environmental Impact Report (EIR) for the Specific Plan 3.0 Buildout Project (Proposed Project) (SCH#: 2025040377)

South Coast Air Quality Management District (South Coast AQMD) staff appreciate the opportunity to review the above-mentioned document. The City of Cypress is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. To provide context, South Coast AQMD staff have provided a brief summary of the project information and prepared the following comments which are organized by topic of concern.

Summary of Proposed Project Information in the Draft EIR

R-1-1

Based on the Draft EIR, the Proposed Project consists of the development of approximately 134 acres within the Cypress Town Center and Commons Specific Plan 3.0 area, including 1,791 residential units, non-residential uses (440,000 square feet), and 18.2 acres of park and recreational improvements. The project also includes 112 attached townhomes on Lot 14, which totals 7.33 acres. Based on a review of aerial photographs, South Coast AQMD staff found that the nearest sensitive receptor (e.g., single-family residential uses) is located 10 feet east of the Lot 14 site. The Proposed Project is located at 4961 Siboney Street in Cypress.

South Coast AQMD Comments

Overlapping Construction and Operational Activities

R-1-2

Even though the Proposed Project consists of approximately a total of 134 acres of land over the course of 12-year construction, the Draft EIR does not analyze the scenario of overlapping between the construction and operational activities. Therefore, South Coast AQMD staff recommends that the Lead Agency revise the air quality analysis section to consider the overlapping construction and operation. The estimated overlapped emissions should then be compared to South Coast AQMD's regional air quality CEQA operational thresholds to determine their level of significance, which should be included in the Final EIR. If the overlapped emissions analysis is not included in the Final EIR, the Lead Agency should provide reasons for not having them supported by substantial evidence in the record.

Air Quality Mitigation Measures for NOx and PM Emissions from Construction

R-1-3

Given the long-range plan of the Proposed Project from (project duration: 2026-2038), Tier 2 technology is not the cleanest technology when construction occurs later for individual projects. According to the CARB's Strategies for Reducing Emissions from Off-Road Construction Equipment, the implementation of off-road Tier 5 starting in 2027 or 2028 and the Governor's Executive Order in September 2020 requires CARB to develop and propose a full transition to Zero Emission (ZE) by 2035.[14] Considering the scope of the project, it is crucial to ensure that the levels of construction emissions, specifically NOx and PM_{10}, remain below significant thresholds during the construction period for each proposed individual project. Moving towards achieving this goal, where feasible, involves opting for electric engines instead of diesel-fueled engines for the construction equipment. This proactive choice not only aligns with environmental concerns but also demonstrates a commitment to minimizing the project's environmental footprint. The abatement of NOx can also be pursued by enforcing greener constructions, such as limiting the usage of older engines in favor of adopting the latest available technologies or even incorporating exhaust retrofits such as cutting-edge exhaust aftertreatment techniques. Additionally, several other resources to assist the Lead Agency with identifying additional potential mitigation measures for the Proposed Project are included in the South Coast AQMD's CEQA Air Quality Handbook[15] for both operational and construction emissions.

R-1-3 cont.

Emission Reductions from Health Risk Strategies

South Coast AQMD is concerned about the potential public health impacts of sitting existing and new sensitive populations within the proximity of existing air pollution sources (e.g., freeway, railroad). For this reason, prior to approving this Proposed Project as well as any future development projects, the Lead Agency is recommended to consider the impacts of air pollutants on people who will live in the new project area and provide effective mitigation. Additionally, South Coast AQMD suggests that the Lead Agency review and apply the guidance provided in: 1) the California Air Resources Board (CARB) Air Quality Land Use and Handbook: A Community Health Perspective[1] which provides criteria for evaluating and reducing air pollution impacts associated with new projects involving land use decisions; and 2) CARB's technical advisory which contains strategies to reduce air pollution exposure near high-volume roadways.[2]

R-1-4

Many strategies are available for residential receptors to reduce being exposed to particulate matter, including, but not limited to, HVAC systems equipped with filters rated at a minimum efficiency reporting value (MERV) 13 or higher air filtration capabilities. In some cases, MERV 15 or better is recommended, for building design, orientation, location, vegetation barriers, landscaping screening, etc. Enhanced filtration units are capable of reducing exposure. However, enhanced filtration systems have limitations. For example, filters rated MERV 13 or higher are able to screen out greater than or equal to 50% of DPM[3] but they have no ability to filter out volatile organic compound (VOC) emissions. Also, in a study that South Coast AQMD conducted to investigate filters rated at MERV 13 or better in classrooms,[45] a cost burden is

[1] California Air Resources Board (CARB), Air Quality Land Use and Handbook: A Community Health Perspective, April 2005. Available at: https://ww2.arb.ca.gov/sites/default/files/2023-05/Land%20Use%20Handbook_0.pdf
[2] CARB's Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways. Available at: https://ww2.arb.ca.gov/sites/default/files/2017-10/rd_technical_advisory_final.pdf
[3] U.S. EPA, "What is a MERV rating?" Available at: https://www.https://www.epa.gov/indoor-air-quality-iaq/what-merv-rating.
[4] South Coast AQMD, Draft Pilot Study of High-Performance Air Filtration For Classroom Applications, October 2009. Available at: https://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf.

expected to be within the range of $120 to $240 per year to replace each filter panel. The initial start-up cost could substantially increase if an HVAC system needs to be installed and if standalone filter units are required. Installation costs may vary, including costs for conducting site assessments and obtaining permits and approvals before filters can be installed. Other costs may include filter life monitoring, annual maintenance, and training for conducting maintenance and reporting. In addition, the filters would not have any effect unless the HVAC system is running. Therefore, when in use, the increased energy consumption from each HVAC system should be evaluated in the Draft EIR. While the filters operate 100 percent of the time when the HVAC is in use while the residents are indoors, the environmental analysis does not generally account for the times when the residents are not using their HVAC and instead have their windows or doors open or are moving throughout the common space outdoor areas of the Proposed Project. Furthermore, when used filters are replaced with new filters, emissions associated with trucks delivering the new filters and waste disposal trucks transporting the used filters to disposal sites should be evaluated in the Draft EIR. Therefore, any presumed effectiveness and feasibility of a particular HVAC filter should be carefully evaluated in more detail based on supporting evidence before assuming they will sufficiently alleviate exposure to DPM emissions. R-1-4 cont.

South Coast AQMD Air Permits and Role as a Responsible Agency

If implementation of the Proposed Project would require the use of new stationary and portable sources, including but not limited to emergency generators, fire water pumps, boilers, etc., one or more air permits from South Coast AQMD will be required. The Final EIR should include a discussion about the potentially applicable South Coast AQMD rules that may be applicable to the Proposed Project. Those rules may include, for example, Rule 201 – Permit to Construct,[6] Rule 203 – Permit to Operate,[7] Rule 401 – Visible Emissions,[8] Rule 402 – Nuisance,[9] Rule 403 – Fugitive Dust,[10] Rule 1110.2 – Emissions from Gaseous and Liquid Fueled Engines,[11] Rule 1113 – Architectural Coatings, [12] Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil, [13] Rule 1179 – Publicly Owned Treatment Works Operations, [14] Regulation XIII – New Source Review, [15] Rule 1401 – New Source Review of Toxic Air Contaminants, [16] Rule 1466 – Control of Particulate Emissions from Soils with Toxic Air Contaminants,[17] Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines,[18] etc. It is important to note if air permits from South Coast AQMD are required, the role of South Coast AQMD would change from a Commenting R-1-5 R-1-6 R-1-7

[5] South Coast AQMD, Draft Pilot Study of High-Performance Air Filtration For Classroom Applications, October 2009. Available at: https://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf.
[6] South Coast AQMD, Rule 201 is available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-201.pdf
[7] South Coast AQMD, Rule 203 is available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-203.pdf
[8] South Coast AQMD, Rule 401 is available at: https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-401.pdf
[9] South Coast AQMD, Rule 402 is available at: https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf
[10] South Coast AQMD, Rule 403 is available at: https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403
[11] South Coast AQMD, Rule 1110.2 is available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1110_2.pdf
[12] South Coast AQMD, Rule 1113 is available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf
[13] South Coast AQMD, Rule 1166 is available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1166.pdf
[14] South Coast AQMD, Rule 1179 is available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1179.pdf
[15] South Coast AQMD, Regulation XIII is available at: https://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/regulation-xiii
[16] South Coast AQMD, Rule 1401 is available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1401.pdf
[17] South Coast AQMD, Rule 1466 is available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1466.pdf
[18] South Coast AQMD, Rule 1470 is available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1470.pdf

Agency to a Responsible Agency under CEQA. In addition, if South Coast AQMD is identified as a Responsible Agency, per CEQA Guidelines Sections 15086, the Lead Agency is required to consult with South Coast AQMD. R-1-7 cont.

Conclusion

As set forth in California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(a-b), the Lead Agency shall evaluate comments from public agencies on the environmental issues and prepare a written response at least 10 days prior to certifying the Final EIR. As such, please provide South Coast AQMD written responses to all comments contained herein at least 10 days prior to the certification of the Final EIR. In addition, as provided by CEQA Guidelines Section 15088(c), if the Lead Agency's position is at variance with recommendations provided in this comment letter, detailed reasons supported by substantial evidence in the record to explain why specific comments and suggestions are not accepted must be provided. R-1-8

Thank you for the opportunity to provide comments. South Coast AQMD staff are available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Sahar Ghadimi, Air Quality Specialist, at sghadimi@aqmd.gov should you have any questions.

Sincerely,

Sam Wang

Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation

SW:SG
ORC260318-03
Control Number

2.3.1 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD)

Letter Code: R-1
Date: April 30, 2026

Response to Comment R-1-1

This comment provides introductory remarks and summarizes the scope of the Draft EIR.

The City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment R-1-2

This comment states the Draft EIR does not analyze the scenario of overlapping construction and operational activities and recommends that the air quality analysis and Draft EIR section be revised to consider air emissions of overlapping construction and operation. This comment also states that if the overlapped emissions analysis is not included in the Final EIR, the City should provide reasons for not having them supported by substantial evidence in the record.

The commenter's concern regarding overlapping construction activities has already been addressed in the Draft EIR. As discussed in Section 4.3, Air Quality, the air quality analysis included a separate CalEEMod modeling scenario specifically developed to evaluate a conservative worst-case construction condition involving simultaneous grading activities across multiple development areas within the Buildout Area. This scenario was intended to represent overlapping construction schedules and to capture peak construction emissions associated with concurrent grading activities.

With respect to overlapping construction and operational activities, the proposed project is a program-level Specific Plan buildout project. Development within the Buildout Area would occur incrementally over time on a project-by-project basis, and the specific timing, sequencing, location, and design of future development projects cannot be determined at this time. As discussed in the Draft EIR, future development may occur in phases based on market conditions, infrastructure availability, financing, and other factors. Therefore, while it is reasonably foreseeable that some portions of the Buildout Area could become operational while construction continues elsewhere, the precise extent and timing of such overlap cannot be known and would be speculative.

CEQA requires analysis of reasonably foreseeable environmental effects but does not require agencies to speculate regarding future project details that are unknown at the time of environmental review. Accordingly, the Draft EIR evaluated a conservative full-buildout operational scenario and a worst-case construction scenario to disclose the maximum anticipated emissions associated with implementation of the proposed project.

Furthermore, the Draft EIR determined that operational emissions at full buildout would exceed applicable SCAQMD regional significance thresholds. As discussed in Section 4.3, even with implementation of **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1**, operational VOC emissions would remain above SCAQMD significance thresholds, resulting in a significant and

unavoidable operational air quality impact. Because operational emissions alone would exceed SCAQMD significance thresholds, any scenario involving overlapping construction and operational activities would also result in emissions that exceed significance thresholds (as concluded on page 4.3-29).

As there are no additional feasible mitigation measures that would reduce project operational-source VOC emissions to a less than significant level, proposed project operation would result in a significant and unavoidable impact related to a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard. Therefore, the Draft EIR determined that emissions related to operational activities would be considered significant and unavoidable. The evaluation of overlapping construction and operational emissions would not result in the identification of a new significant impact, a substantially more severe impact, or additional feasible mitigation beyond that already disclosed in the Draft EIR. As such, this comment does not identify any new significant environmental issues or impacts that were not already analyzed and disclosed in the Draft EIR.

Response to Comment R-1-3

This comment states that given the scope of the proposed project, it is crucial to ensure that the levels of construction emissions, specifically NOx and particulate matter less than 10 microns in diameter (PM_{10}), remain below significant thresholds during the construction period for each proposed individual project, and that Tier 2 technology is not the cleanest technology when construction occurs later for individual projects. This comment also states that, according to the CARB's Strategies for Reducing Emissions from Off-Road Construction Equipment, the implementation of off-road Tier 5 would start in 2027 or 2028 and the Governor's Executive Order in September 2020 requires CARB to develop and propose a full transition to Zero Emission (ZE) by 2035.

As shown in Table 4.3.F and Table 4.3.G in Section 4.3, Air Quality, of the Draft EIR, utilization of Tier 2 construction equipment would result in project-related construction emissions that would be below the SCAQMD's significance thresholds. Further, as discussed in Section 4.3 of the Draft EIR, according to SCAQMD guidance, projects that exceed the significance thresholds are considered by SCAQMD to result in cumulatively considerable air quality impacts, whereas projects that do not exceed applicable thresholds are generally not considered to result in cumulatively considerable impacts. Because construction emissions associated with the proposed project would not exceed any applicable significance threshold, construction activities would not result in a cumulatively considerable contribution to regional air quality impacts. In addition, as discussed in Section 4.3, construction emissions estimates presented in the Draft EIR are conservative as they are based on default construction equipment assumptions and do not account for the Tier 4 Final or cleaner equipment requirement detailed in **Mitigation Measure AIR-2**. Actual construction emissions would therefore be expected to be lower than those presented in the modeling results and in Table 4.3.F of the Draft EIR. Accordingly, with compliance with regulatory requirements (as specified in **Regulatory Compliance Measures AIR-1** through **AIR-4**), construction impacts related to a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under applicable federal or State ambient air quality standards would be less than significant, and no additional mitigation is required.

Furthermore, the air quality analysis utilized the California Emissions Estimator Model version 2022.1 (CalEEMod) to quantify the criteria pollutant emissions for both construction and operation of the proposed project, as recommended by the SCAQMD. The cleanest available tier for construction equipment in CalEEMod is Tier 4 Final equipment, which was used in this analysis. Tier 5 construction equipment is not available in CalEEMod. As such, since impacts would be less than significant, identification and analysis of additional mitigation, such as Tier 5 or ZE construction equipment, is not required.

Response to Comment R-1-4

This comment expresses concern regarding the potential public health impacts associated with siting existing and new sensitive populations within the proximity of existing air pollution sources and recommends the City consider guidance contained in CARB's *Air Quality Land Use and Handbook: A Community Health Perspective* and CARB's technical advisory regarding strategies to reduce air pollution exposure near high-volume roadways. The comment also recommends consideration of enhanced filtration systems, HVAC design features, vegetation barriers, landscaping, and other exposure-reduction measures for future residential development.

Section 4.3, Air Quality, of the Draft EIR evaluates the potential for operational health risks to new sensitive receptors that would be developed within the Buildout Area, including future residential uses, and discusses the recommendations contained in CARB's *Air Quality Land Use and Handbook: A Community Health Perspective*. As discussed in the Draft EIR, none of the uses outlined in CARB's siting recommendations (e.g., freeways, distribution centers, rail yards, ports, etc.) are within 500 feet of the Buildout Area. The closest potential uses are the industrial uses on the western and eastern boundaries, which are further than 500 feet. The proposed project is consistent with CARB's siting recommendations. Further, none of the uses outlined in CARB's recommendations for siting new sensitive land uses are allowed under the Specific Plan and as such are not part of the proposed project, which includes non-residential and residential uses. Therefore, the uses allowed under the proposed project would not be a substantial source of Toxic Air Contaminants (TACs) that would require specific siting distances based on the CARB recommendations.

The commenter also recommends implementation of enhanced filtration systems, such as MERV-13 or higher filters, HVAC system design features, vegetation barriers, and other exposure-reduction strategies. The City acknowledges these recommendations and notes that such measures may be considered during future project-level design and site planning, as appropriate. However, because the Draft EIR did not identify a significant health risk impact associated with exposure of future residents to nearby air pollution sources, implementation of enhanced filtration systems or other exposure-reduction measures is not required to mitigate a significant impact under CEQA.

As noted by the commenter, filtration systems have inherent limitations and may involve considerations related to energy consumption, maintenance, filter replacement, and long-term operation. Because the Draft EIR did not identify a significant air quality health risk impact requiring mitigation, further evaluation of the effectiveness, operational requirements, or environmental effects associated with such filtration systems is not warranted. Nevertheless, future project applicants may voluntarily incorporate enhanced filtration systems, building orientation strategies,

landscaping features, or other design measures during subsequent project design to further improve indoor air quality and occupant comfort.

Furthermore, CEQA generally does not require evaluation of the effects of existing environmental conditions on future project users or residents unless the project would exacerbate an existing environmental hazard or condition. The proposed project would not introduce substantial new TAC sources, nor would it increase emissions from existing nearby sources. Accordingly, the proposed project would not exacerbate any existing air quality hazards in the project vicinity. Therefore, the proposed project would not pose an operational health risk to future tenants or occupants and impacts would be less than significant, as provided in the Draft EIR.

Response to Comment R-1-5

This comment states that if implementation of the proposed project would require the use of new stationary and portable sources, including but not limited to emergency generators, fire water pumps, boilers, etc., one or more air permits from SCAQMD would be required.

The City acknowledges that future development projects implemented within the Buildout Area may include equipment that is subject to SCAQMD permitting requirements. As discussed in Chapter 3.0, Project Description, of the Draft EIR, the proposed project consists of the reasonably foreseeable buildout of a portion of the area governed by the Specific Plan that includes approximately 134 acres of land (Buildout Area) in the city. Full buildout envisioned under the proposed project would include up to 1,791 residential units and 440,000 square feet of non-residential development. Because specific site plans, building designs, tenant improvements, and equipment specifications have not yet been prepared for future development projects, the precise types, sizes, locations, and operational characteristics of equipment that may require SCAQMD permits are not known at this time.

Accordingly, the Draft EIR evaluates the reasonably foreseeable environmental impacts associated with buildout of the proposed project based on currently available information. Should future development projects propose equipment that is subject to SCAQMD permitting requirements, including but not limited to emergency generators, fire pumps, boilers, or other permitted sources, those projects would be subject to review by SCAQMD and would be required to comply with all applicable federal, State, and local regulations, including applicable SCAQMD permitting requirements and rules. In addition, if permits are required, SCAQMD would serve as a Responsible Agency for the applicable future development project, consistent with CEQA.

In addition, as discussed in Section 4.3, Air Quality, of the Draft EIR, **Mitigation Measure AIR-1** requires that, prior to issuance of grading permits for development projects in the Buildout Area, the City shall identify project design details and specifications, where feasible, to document implementation and compliance with applicable emission reduction measures. Compliance with all applicable SCAQMD rules, permit conditions, and regulatory requirements would further reduce and control emissions associated with future development projects implemented within the Buildout Area.

Therefore, the Draft EIR adequately discloses the potential for future permitted equipment and recognizes that additional project-specific review may be required once sufficient design information becomes available.

Response to Comment R-1-6

This comment states that the Final EIR should include a discussion about the potentially applicable SCAQMD rules that may be applicable to the proposed project.

As discussed in Section 4.3, Air Quality, of the Draft EIR, the SCAQMD is the regional agency responsible for regulating stationary and area sources of air emissions within the South Coast Air Basin and for implementing both the federal and California Clean Air Acts through its regulatory programs. Further, all applicable SCAQMD rules and regulations that would be implemented during project implementation are listed on pages 4.3-15 through 4.3-17 of the Draft EIR. The proposed project would be required to implement all applicable SCAQMD rules and permitting requirements n order to limit potential impacts. No revisions are necessary, and no further response is required.

Response to Comment R-1-7

This comment states that if air permits from the SCAQMD are required, the role of the SCAQMD would change from a Commenting Agency to a Responsible Agency under CEQA, which would require consultation between the City as the Lead Agency and the SCAQMD.

The City acknowledges this comment. If air permits from the SCAQMD are required, the City looks forward to coordinating with the SCAQMD regarding development of the proposed project. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment R-1-8

This comment provides concluding remarks, contact information, and request that's the City provide the SCAQMD with written responses to all comments contained in the comment letter at least 10 days prior to the certification of the Final EIR, as required by California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(a-b). This comment also states that if the City's position is at variance with the recommendations provided in the comment letter, detailed reasons supported by substantial evidence in the record to explain why specific comments and suggestions are not accepted must be provided.

The City acknowledges this comment and has provided written responses to all comments contained in the comment letter in this Final EIR, which will be available at least 10 days prior to the certification hearing for the proposed project. Responses to the specific comments raised in the SCAQMD's comment letter are provided above and no further response is necessary.

This page intentionally left blank

2.4 LOCAL AGENCIES

This page intentionally left blank

OC SAN
ORANGE COUNTY SANITATION DISTRICT
10844 Ellis Avenue
Fountain Valley, CA 92708
714.962.2411
www.ocsan.gov

Comment Letter L-1

April 14, 2026

Alicia Velasco
Planning Director
City of Cypress
Community Development Department, Planning Division
5275 Orange Avenue, Cypress, CA 90630

SUBJECT: Specific Plan 3.0 Buildout Project – Notice of Preparation of a Draft Environmental Impact Report

Thank you for providing the Notice of Availability (NOA) of a Draft Environmental Impact Report for the Specific Plan 3.0 Buildout Project. "The proposed project evaluated in the Draft EIR includes 1,791 residential units and 440,000 square feet of non-residential uses that could occur within the Buildout Area." This project will have an impact to the Orange County Sanitation District (OC San) collection system, and OC San has previously issued a sewer capacity verification letter for it. L-1-1 L-1-2

OC San has a few issues; first the proposed improvements include a connection to an existing OC San sewer main. Important to note only local public sewers are allowed to connect directly to OC San sewer mains, and a trunk connection permit is required. Utility plans should be submitted to OC San's Planning Division for review as soon as they are available. Second, the proposed improvements are in a proximity to the existing OC San easement along Lexington Drive. Please note that any encroachment into the easement will require an encroachment agreement. L-1-3 L-1-4 L-1-5

If you have any questions regarding this letter, please contact Kevin Hadden, Planning Division, at 714 593-7462 or khadden@ocsan.gov. L-1-6

Andrew Brown
Engineering Supervisor
Planning Division
714 593-7052

AB/KH:op

Serving:
Anaheim
Brea
Buena Park
Cypress
Fountain Valley
Fullerton
Garden Grove
Huntington Beach
Irvine
La Habra
La Palma
Los Alamitos
Newport Beach
Orange
Placentia
Santa Ana
Seal Beach
Stanton
Tustin
Villa Park
County of Orange
Costa Mesa Sanitary District
Midway City Sanitary District
Irvine Ranch Water District
Yorba Linda Water District

This page intentionally left blank

2.4.1 ORANGE COUNTY SANITATION DISTRICT (OC SAN)

Letter Code: L-1
Date: April 14, 2026

Response to Comment L-1-1

This comment provides introductory remarks and summarizes the scope of the Draft EIR.

The City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment L-1-2

This comment states that the proposed project would have an impact to the Orange County Sanitation District (OC San) collection system and that OC San has previously issued a sewer capacity verification letter for the proposed project.

As discussed in Section 4.19, Utilities and Service Systems, of the Draft EIR, the Sewer Capacity Study prepared for the proposed project, which is included as **Appendix M** to the Draft EIR, analyzed the hydraulic pipe capacity for the proposed sewer lateral connection in Lexington Drive, three different locations along the proposed Moody Street Extension sewer main, and for the proposed Vessels Circle Extension sewer lateral that would connect to Moody Street Extension. The results of this analysis demonstrate that the proposed sewer lines would have adequate capacity to serve the proposed project. In addition, the Sewer Capacity Study found that the existing 18-inch pipe at proposed Sewer Connection B and the existing 21-inch pipe at the existing connection to the 30-inch OC San sewer trunk line would be adequate to serve the proposed project and no replacement facilities with increased capacity would be necessary. In addition, as provided in the Sewer Capacity Verification Letter prepared by OC San and dated July 3, 2024,[7] which is referenced in this comment, OC San has determined that it would have sufficient treatment capacity in its facilities to accept the estimated wastewater flows from the Buildout Area, as conveyed to OC San by the City's municipal sanitary sewer system. Additionally, fees required by OC San would sufficiently offset potential impacts generated by the proposed project.

As also discussed in Section 4.19 of the Draft EIR, all future projects implemented in accordance with the proposed project would be required to adhere to the Specific Plan and comply with applicable development regulations pertaining to wastewater treatment. As a part of the development review process, all future projects would be required to demonstrate that existing public utilities would be sufficient to serve the future projects' needs. Further, as discussed in the Sewer Capacity Study prepared for the proposed project, if buildout within the Buildout Area exceeds 440,000 square feet of non-residential floor area, each future applicant for a project that would cause the overall non-residential floor area within the Buildout Area to exceed, or further exceed, 440,000 square feet, would be required to prepare and submit to the City a supplemental study assessing sewer capacity

[7] Orange County Sanitation District (OC San). 2024. Orange County Sanitation District Sewer Capacity Verification, 4961 Katella Avenue, Cypress, CA 90720. July 4.

for such project. If the supplemental study concludes that no additional improvements beyond what is recommended in the Sewer Capacity Study are required to provide sufficient sewer capacity, then no additional improvements shall be required. However, if additional improvements, such as sewer upsizing or alternate/relief sewer lines, are recommended as necessary to provide sufficient sewer capacity for a future project, the applicant would be required to construct the improvements as part of the project.

Therefore, implementation of the proposed project would not result in a significant impact on the OC San collection system.

Response to Comment L-1-3

This comment states that the proposed project includes improvements that would connect to existing OC San sewer mains and notes that only local public sewers are permitted to directly connect to OC San sewer mains. The comment also states that a trunk connection permit from OC San would be required for all sewer main connection.

As discussed in Section 4.19, Utilities and Service Systems, of the Draft EIR, implementation of the proposed project would include the installation of two new sewer connections to existing sewer main lines, including (1) a new 10-inch sewer lateral extending from Lot 2 and connecting to the existing 30-inch sewer trunk line owned and maintained by OC San within Lexington Drive (Sewer Connection A), and (2) a new 8-inch sewer main line that would run north to south along the proposed Moody Street extension (Sewer Connection B), collecting sewer lateral flows from the adjacent lots before connecting to the existing 18-inch VCP City sewer main at the intersection of Siboney (Moody Street) and Katella Avenue. This proposed sewer line would be an 8-inch line where it commences and would gradually increase in size to a 15-inch line at Sewer Connection B. In addition, as recommended by the Sewer Capacity Study prepared for the proposed project, Lots 10 and 11 located on the north side of Vessels Circle would connect to the existing 8-inch City sewer line located southeast of Lot 11.

The proposed sewer infrastructure would be constructed as a local sewer system and, upon completion, would be dedicated to the City, thereby becoming part of the local public sewer system. Therefore, only local public sewers would directly connect to existing OC San sewer mains. In addition, the proposed project would obtain all necessary trunk connection permits from OC San prior to constructing the proposed connections to the existing OC San sewer system.

Response to Comment L-1-4

This comment states that utility plans should be submitted to OC San's Planning Division for review as soon as they are available.

Future development under the proposed project would be required to comply with applicable wastewater service provider requirements and regulations as part of future development. As discussed above and in Section 4.19, Utilities and Service Systems, of the Draft EIR, implementation of the proposed project would include the installation of various new sewer connections to existing sewer main lines and a new 8-inch sewer main line that would run north to south along the proposed Moody Street extension (Sewer Connection B). Consistent with OC San requirements,

utility plans would be submitted to OC San during the design phase for review in order to ensure consistency with applicable standards and requirements.

Response to Comment L-1-5

This comment states that the proposed sewer improvements would be located near an existing OC San easement along Lexington Drive and notes that any encroachment into this easement would require an encroachment agreement.

The proposed project would be required to comply with applicable OC San standards and obtain necessary permits and approvals for any work within OC San easements. Accordingly, the project applicant would coordinate with OC San and obtain an encroachment agreement prior to any encroachment into the existing OC San easement along Lexington Drive, if necessary.

Response to Comment L-1-6

This comment provides concluding remarks and contact information.

The City acknowledges this comment and looks forward to future coordination with OC San regarding development of the proposed project.

This page intentionally left blank

Docusign Envelope ID: 680A4586-A5A1-4424-B08E-C82D9D98B7C3

County Administration South
601 North Ross Street
Santa Ana, CA 92701

P.O. Box 4048
Santa Ana, CA 92702

(714) 667-8800

info@ocpw.ocgov.com

OCPublicWorks.com

Administrative Services

OC Development Services

OC Facilities Design & Construction Management

OC Facilities Maintenance & CUF

OC Fleet Services

OC Construction

OC Environmental Resources

OC Operations & Maintenance

OC Infrastructure Programs

OC Survey

ORANGE COUNTY OC Public Works

April 17, 2026

Comment Letter L-2

Alicia Velasco, Planning Director
Community Development Department
Planning Division
City of Cypress
5275 Orange Avenue,
Cypress, CA 90630

Subject: NCL-26-0002 – Notice of Availability of a Draft Environmental Impact Report (SCH No. 025040377) for the Specific Plan 3.0 Buildout Project

Dear Alicia Velasco,

The County of Orange has reviewed the Draft Environmental Impact Report (EIR) (SCH No. 025040377) for the Specific Plan 3.0 Buildout Project (Project) and has no comments at this time. Thank you for sending the Notice of Availability and providing the opportunity to review the Draft EIR. Please continue to keep the County of Orange on the distribution list for future notifications related to the Project. If you have any questions, please contact me at (714) 667-1614 in OC Development Services. L-2-1

Sincerely,

DocuSigned by:
Virginia Gomez
ED76DCA58AD94B6...

Virginia Gomez, Senior Planner
OC Public Works / OC Development Services
601 North Ross Street
Santa Ana, California 92701
Virginia.Gomez@pw.oc.gov

cc: Kylie Sanchez, Land Use Manager, OC Development Services

This page intentionally left blank

2.4.2 ORANGE COUNTY PUBLIC WORKS (OCPW)

Letter Code: L-2
Date: April 17, 2026

Response to Comment L-2-1

This comment states that OC Public works has no comments on the proposed project at this time and provides contact information.

The City acknowledges this comment and looks forward to future coordination with OCPW regarding development of the proposed project.

This page intentionally left blank

CITY OF
Los Alamitos
California

3191 Katella Avenue
Los Alamitos, CA 90720-5600
Telephone: (562) 431-3538
FAX: (562) 493-1255
www.cityoflosalamitos.org

April 20, 2026

Comment Letter L-3

Alicia Velasco
Planning Director
City of Cypress
Community Development Department, Planning Division
5275 Orange Avenue
Cypress, California 90630
avelasco@cypressca.org

SUBJECT: RESPONSE TO THE NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE SPECIFIC PLAN 3.0 BUILDOUT PROJECT

Dear Director Velasco:

Thank you for the opportunity to comment on the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the Specific Plan 3.0 Buildout Project in the City of Cypress. We understand that the final project will analyze the environmental impact associated with the proposed project implementation, assess alternatives, and propose mitigation measures for identified potentially significant impacts to minimize, offset, or otherwise reduce or avoid those environmental impacts. L-3-1

Particularly concerning the City of Los Alamitos is the scope of the DEIR, which will support adding 1,926 residential unit sites and the possibility of 879,170 square feet of non-residential area on the edge of Los Alamitos. As a neighbor of the City of Cypress, the City of Los Alamitos supports the City's intent to meet its designated housing allocation, but would like to share concerns with the project's potential impacts on our adjacent community, especially the reports noted significant and unavoidable air quality and transportation impacts that come with increased density in a once-suburban area, which eventually could significantly impact quality of life. L-3-2 Of the alternatives to the project, the "Historic Preservation Alternative" was considered the Environmentally Superior Alternative, and the City of Los Alamitos would agree that, barring increased housing mandates, this would be the most desirable outcome for the project. L-3-3

Transportation

In the transportation study, the residential VMT impact would exceed the significance threshold by 10.4 percent. Therefore, the proposed project's VMT impact would be significant and unavoidable. As a further result of these locations slated for increased density near Katella Avenue, the City of Los Alamitos would see a concentration of noise, air quality, and transportation L-3-4

impacts due to the increased volume of traffic in and around the project area, as well as traveling to the westbound 605 interstate freeway. The proximity of these new units to the City of Los Alamitos' neighborhoods will create additional cumulative rush-hour congestion and health issues for the City of Los Alamitos' residents, who have already experienced increased traffic from other large housing projects in this area, particularly in the City of Cypress. L-3-4 cont.

Air Quality

As stated in the report, the project would result in a significant and unavoidable impact related to a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard. This would, of course, negatively affect the residents of Los Alamitos. L-3-5

Possible Transportation and Air Quality Mitigation

The above large concerns aside, as a couple of small mitigation measures that the City of Los Alamitos would urge, given the increased traffic projected by the DEIR, it is recommended that the City of Cypress request that the Orange County Transportation Authority (OCTA) increase bus connections and frequent bus routes throughout high-traffic periods. It is also suggested that additional bike lane connections be planned as a City policy, such as through an Active Transportation Plan (ATP), with links to the City of Los Alamitos' existing and future bike lanes. L-3-6

Corrections to the VMT Study

As part of our analysis of the project, our City's Traffic Engineer reviewed the VMT analysis. He has provided comments on the analysis, which are attached to this correspondence. However, he notes that, with this large project, the conclusion is likely to be that the project will have significant and unavoidable impacts. L-3-7

Thank you again for the opportunity to comment on the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the Specific Plan 3.0 Buildout Project in the City of Cypress. If you have any questions regarding the City's comments, please contact Tom Oliver, Senior Planner, at toliver@cityoflosalamitos.org or 562-431-3538 ext. 303. L-3-8

Sincerely,

R. Noda

Ron Noda
Development Services Director

Vehicle Miles Traveled (VMT) Analysis

for:

Specific Plan 3.0 Buildout Project

Prepared by:

Kimley-Horn and Associates, Inc.

May 2025

Kimley»Horn

VEHICLE MILES TRAVELED (VMT) ANALYSIS
SPECIFIC PLAN 3.0 BUILDOUT PROJECT

Prepared by:

Kimley-Horn and Associates, Inc.

1100 Town and Country Road, Suite 700
Orange, California 92868
714-939-1030

May 2025

VMT ANALYSIS
SPECIFIC PLAN 3.0 BUILDOUT PROJECT

INTRODUCTION

This memorandum documents the vehicle miles traveled (VMT) analysis conducted for the proposed Specific Plan 3.0 Buildout Project (Project) located at 4961 Katella Avenue in the City of Cypress (City). The City utilizes the methodology and significant threshold criteria identified in the "Guidelines For Evaluating Vehicle Miles Traveled Under CEQA for Orange County, dated September 17, 2020" (County Guidelines), which the VMT analysis has been based upon.

PROJECT DESCRIPTION

The project site consists of approximately 134 acres of land (Buildout Area) subject to Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan) that was approved by Cypress voters on November 5, 2024 pursuant to Measure S. The Specific Plan establishes a comprehensive plan and regulatory framework for the use and development of the Buildout Area. The Project includes single-family and multi-family residential development that reflects the maximum buildout allowed under the Specific Plan. The Buildout Area is shown in its regional setting on **Figure 1**.

The Specific Plan permits the development of a maximum of an additional 1,791 residential units on the Buildout Area.

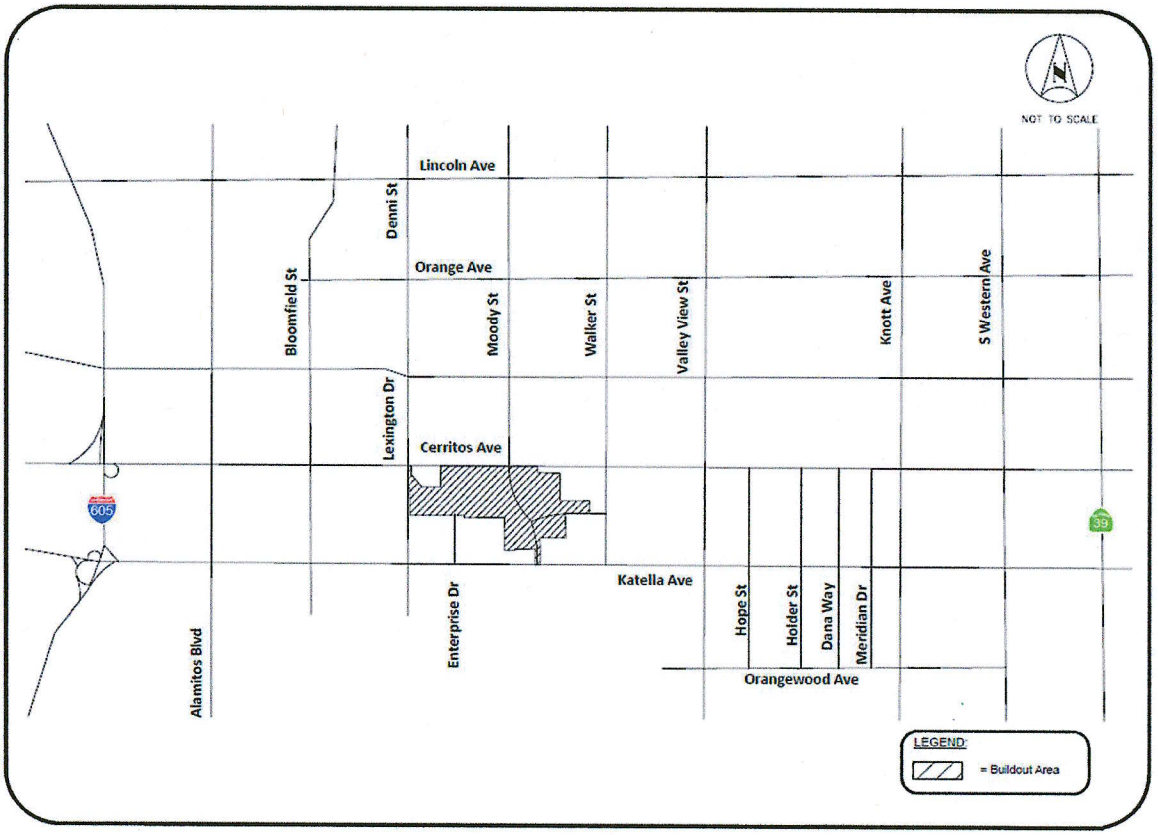
With respect to non-residential development, the Specific Plan permits an aggregate maximum of 874,354 square feet of non-residential floor area within the Buildout Area. However, based on current and reasonably foreseeable future market conditions, and taking into account the additional residential units, it is anticipated that only a portion of the maximum amount of non-residential development allowed under the Specific Plan will be developed. The analysis herein is therefore conservatively based on the development of 440,000 square feet of non-residential floor area, which is approximately 50% of the maximum non-residential floor area permitted under the Specific Plan. The proposed residential and non-residential development includes:

- Single-Family Attached Housing – 269 Dwelling Units
- Single-Family Detached Housing – 141 Dwelling Units
- Senior/Multi-Family Housing (Low-Rise) – 535 Dwelling Units
- Multi-Family Housing (Low-Rise) – 338 Dwelling Units
- Multi-Family Housing (Mid-Rise) – 508 Dwelling Units
- 440,000 square feet of non-residential uses (retail and other commercial uses) on multiple lots.

For the purposes of this analysis, non-residential land uses are categorized into two types: retail and other commercial uses. It is anticipated that most of the non-residential development within

the Buildout Area will consist of retail space, but that the non-residential development may include a limited amount of commercial uses that, while similar to retail in customer orientation, are primarily service-based—such as hotels, motels, or similar service-oriented uses, as well as some neighborhood office space.

Figure 1 – Vicinity Map



VMT SCREENING

A VMT screening was conducted to evaluate the Project based on the pre-established criteria outlined in the County Guidelines for presuming a less-than-significant impact. These criteria assess whether the Project or its location has specific characteristics that justify such a presumption. Specifically, the following applicable screening criteria in the County Guidelines have been considered for the Project:

1. Project in High-Quality Transit Area (HQTA)

   A project located within 0.5 mile from an existing major transit stop[1] or within 0.5 mile from an existing stop along a high-quality transit[2] corridor is considered an HQTA project and is

[1] Under the amended Pub. Resources Code § 21064.3 – "'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods."
[2] Pub. Resources Code § 21155 - For purposes of this section, a "'high-quality transit corridor' means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours."

presumed to result in a less-than-significant VMT impact. The Buildout Area is served by Orange County Bus stop (Route 50). However, this stop does not have bus routes operating with a frequency of 20 minutes interval and therefore cannot be considered a major transit stop. As a result, the Project does not meet this criterion.

2. Neighborhood Retail Project

The County Guidelines include a 50,000-square foot screening threshold for the totality of local-serving retail on a project site, but in doing so, the County Guidelines depart from how the Governor's Office of Planning and Research (OPR) applies this threshold in its *Technical Advisory on Evaluating Transportation Impact In CEQA* dated April 2018 (OPR Technical Advisory).

Specifically, page 16 of the OPR Technical Advisory discusses the 50,000-square-foot threshold, stating:

> Generally, however, retail development including stores larger than 50,000 square feet might be considered regional-serving, and so lead agencies should undertake an analysis to determine whether the project might increase or decrease VMT.

This language is commonly understood to mean that the threshold applies on a per-store basis. The intent is to identify larger, individual retail tenants—such as big-box stores—that are more likely to attract regional trips and therefore increase VMT. In contrast, smaller stores below this threshold are generally presumed to be local-serving, with the potential to reduce trip lengths by serving nearby residents.

The County Guidelines, however, apply the 50,000-square-foot threshold to a entire project's total retail space. On page 10, they define "Neighborhood Retail Project" as follows:

> Neighborhood Retail Project: The project involves local-serving retail space of less than 50,000 square feet.

This approach imposes an overly conservative standard that differs from OPR's intent. OPR's guidance focuses on evaluating the size and function of individual stores, recognizing that smaller-format stores typically serve local markets, even when grouped together in a single retail center. By aggregating the square footage across an entire project, the County Guidelines effectively require groupings of small and mid-sized retail tenants—such as grocery stores, pharmacies, and service shops, which are commonly co-located—to be evaluated collectively. As a result, typical neighborhood-serving retail centers may lose the presumption of a less-than-significant VMT impact simply because the combined project square footage exceeds 50,000, even when no individual tenant would trigger additional review under OPR's framework.

Notably, page 1 of the County Guidelines states:

> This document serves as a guide for application and substantial evidence for the County of Orange's (County) adopted project screenings, significance thresholds, and mitigation strategies, modeled after the Governor's Office of Planning and Research's (OPR) Technical Advisory (TA) for CEQA transportation studies.

Despite this statement, the County's characterization of the 50,000-square-foot threshold diverges in a significant way from the OPR Technical Advisory. Rather than using store-level size as a proxy for travel behavior—as OPR recommends—the County Guidelines apply a more rigid, and unsubstantiated, project-level cutoff that will require a detailed VMT analysis for projects that do not involve regional-serving retail.

The proposed Project assumes approximately 440,000 square feet of retail and other commercial space pursuant to the Specific Plan that is intended to provide retail and other service-oriented uses, as well as a limited amount of other types of commercial space, that enhance access to essential goods and services while supporting local employment opportunities. The 440,000 square feet will be distributed on multiple sites within the Buildout Area in a manner that maintains a local-serving character appropriate for the surrounding community. Because the Project is conceptual buildout under the Specific Plan, specific non-residential tenants have not yet been identified. However, Section 3.3.1 of the Specific Plan outlines the range of permitted retail and other commercial uses, which include, for example, general merchandise stores, financial services, hardware stores, florists, barber/beauty shops, and family entertainment centers with party facilities.

As discussed previously, the County Guidelines adopt a 50,000-square-foot threshold to screen out retail projects presumed to have a less-than-significant VMT impact. However, as noted, the County Guidelines apply this threshold to the total retail floor area rather than on a per-store basis, diverging from the OPR Technical Advisory, which more appropriately applies the 50,000-square-foot threshold to individual stores—flagging large-format tenants (such as big-box retailers) that might draw regional trips and therefore generate higher VMT.

How about grocery store, hotel, and offices.

It is anticipated that no single retail establishment developed as part of the Project will exceed 50,000 square feet in size. Accordingly, even though the total non-residential space will exceed 50,000 square feet, each individual retail tenant is anticipated to fall below the OPR's screening threshold for regional-serving retail uses. In this way, the Project remains consistent with the intended function of the 50,000-square-foot threshold as construed in the OPR Technical Advisory: supporting the presumption that typical small-format, local-serving retail establishments are unlikely to result in a significant VMT impact.

L-3-9

Applying this approach, the Project's retail component—comprised of a collection of smaller, neighborhood-oriented stores—would not trigger additional VMT analysis under the OPR

framework. Although the County Guidelines take a more conservative position by aggregating total project area, the underlying purpose of the threshold is still met because the Project will primarily serve local demand without inducing substantial new regional vehicle trips. Therefore, the development of the Project's retail uses should be presumed to result in a less-than-significant VMT impact.

In addition to retail uses, the non-residential component of the Project may include other uses that are not primarily retail in nature, but are less impactful than retail from a VMT standpoint. One example is hotels or motels. A qualitative VMT assessment supports the conclusion that these anticipated hotel or motel uses, like the retail uses, are unlikely to result in a significant VMT impact. Non-destination hotels and motels primarily serve existing travel demand rather than generating new trips, particularly when located near freeways. These facilities accommodate overnight travelers and event attendees already in the region, often helping to reduce overall trip lengths.

How this was assessed

L-3-10

this is a regional trips, and not necessarily Cypress local trips

L-3-11

The impact of these uses on the transportation system is generally negligible, and in some cases beneficial, provided they do not significantly alter the local supply, become major attractions, or introduce substantial new travel demand. None of these conditions are anticipated in connection with the potential hotel or motel uses associated with the Project. As a result, these uses are also presumed to have a less-than-significant VMT impact.

Notwithstanding that OPR's definition of the 50,000-square-foot threshold is a well-supported approach that is widely followed in VMT analyses of retail projects throughout California, in recognition of the more conservative approach in the County Guidelines to apply the 50,000-square-foot threshold to total project retail area, a quantitative analysis is provided below, in the section title "Quantitative Retail VMT Analysis and Impact Determination," in accordance with the County Guidelines. As shown therein, even when applying the County's more stringent methodology, the Project's retail component will have a less-than-significant VMT impact, further substantiating the conclusion that the Project's neighborhood-serving retail and other commercial uses do not generate substantial new regional vehicle travel.

3. Low VMT Area Projects

Projects located in areas with low VMT are generally presumed to have a less-than-significant VMT impact. The Buildout Area is within a region where residential uses generate less than 85% of the regional average VMT per capita. However, according to the County Guidelines, this screening criterion does not apply to large projects generating 1,000 or more daily vehicle trips. Since the Project is expected to generate over 1,000 daily vehicle trips, a quantitative VMT analysis is required to accurately assess its impacts, and the Project cannot be screened out based on this criterion.

Land development projects that meet applicable VMT screening criteria may be presumed to have a less-than-significant VMT impact. However, any projects or portions of projects that do not meet

these criteria require a detailed VMT analysis using the latest regional travel demand model approved by the County. The Project's compliance with these screening criteria was reviewed and evaluated based on the County Guidelines.

Conclusion of VMT Screening Assessment

The Project does not meet the HQTA or Low VMT Area screening criteria, but does qualify as a neighborhood-serving retail development under the OPR Technical Advisory. A supplemental quantitative analysis conducted in accordance with the County Guidelines confirms that the Project's non-residential uses result in a less-than-significant VMT impact, supporting the conclusion that the Project satisfies both the intent and technical requirements for VMT screening.

However, the residential component does not meet any of the applicable project-type screening criteria and, therefore, cannot be presumed to have a less-than-significant VMT impact. Consequently, a full VMT analysis was conducted for the proposed residential land use in accordance with the County Guidelines, as detailed below.

VEHICLE MILES TRAVELED (VMT) ANALYSIS

A VMT analysis was conducted for both the residential and non-residential components of the Project using the most recent version of the Orange County Transportation Analysis Model (OCTAM), Version 5.1. OCTAM is a trip-based travel demand model that simulates travel behavior based on socio-economic data, including household, population, and employment characteristics, to estimate trip generation and mode choice.

To accurately reflect the proposed Project within the model, updates were made to the socio-economic data for the Traffic Analysis Zone (TAZ) encompassing the site—TAZ 440. This included adjustments to both residential households and employment estimates associated with retail and other commercial uses.

The OCTAM model uses 2019 as its base year and 2050 as its horizon year. Accordingly, the VMT analysis was conducted under the following scenarios:

- **Existing Conditions**: Reflecting the 2019 model base year.
- **Existing Plus Project Conditions**: Reflecting 2019 conditions with the proposed Project incorporated.
- **Cumulative Plus Project Conditions**: Reflecting 2050 conditions with the Project incorporated.

Project Land Use Conversion

To model the full Project accurately, the land use program described in the Specific Plan was converted into terms compatible with OCTAM. As the detailed VMT impact determinations focus on the full land use mix, both residential and non-residential land uses were integrated into the model to ensure accurate representation of internal trip-making behavior (e.g., residents accessing on-site retail and other commercial uses or jobs).

L-3-12

If the retail portion is unknown, how would the model calculates internal trip portion?

In OCTAM, non-residential land uses are modeled using employment estimates categorized as retail, service, or basic employment. Therefore, the retail square footage assumed for the Project was converted to employment estimates based on trip generation-based assumptions. Specifically, employment was calculated using rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. Retail employment was estimated at a rate of approximately two employees per 1,000 square feet. Based on the anticipated land use mix, 90% of non-residential employment was assigned to the retail category and 10% to service, consistent with expected project uses such as general merchandise, food services, personal care, and small-scale office.

L-3-13

How this was assessed

These estimates were added to the baseline household and employment values within TAZ 440 for use in both the existing plus project and cumulative plus project model runs. Employment associated with the existing Los Alamitos Race Course was not included, as the continued operation of the racetrack is not part of the proposed Project. Per applicant input, 95 racecourse-related jobs were excluded from the adjusted baseline.

Table 1 below summarizes the final land use inputs applied to the travel demand model for analysis.

Table 1 – Project Model Inputs

Project Land Use	Household	Retail Employment	Service Employment
Project TAZ	1,791	706	79

Project Home-Based VMT Per Capita For Residential Project Component

The residential component of the Project was evaluated using a measurement called Home-Based VMT (Vehicle Miles Traveled) per Capita. This metric estimates the average amount of driving generated by each project resident. The calculation is based on the Production-Attraction (PA) method from the OCTAM model, a tool used to analyze travel behavior. Below are the key steps in this process:

1. **Trips Generated**: The model first estimates how many trips will start or end at the residential units in the Project. These trips could include commuting to work, going to school, shopping, or participating in other activities.
2. **Trip Lengths**: The model then calculates the average distance of each trip. Some trips might be short, such as visiting a nearby store, while others might be longer, like driving to a workplace.
3. **Travel Mode Selection**: Based on the trip's length, purpose, and the availability of different transportation options, the model determines how each trip will be completed—whether by walking, biking, or driving.
4. **Total Travel Distance**: The model adds up the total distance for trips made by vehicles only. This total is referred to as the Home-Based Production VMT.

5. **Dividing by Population**: Finally, the total vehicle travel distance is divided by the number of residents in the project, resulting in the average driving distance per person, known as Home-Based VMT per Capita.

This metric is used to evaluate how well a project is designed to reduce driving. For example, if a project is located close to jobs, schools, and stores, or offers convenient options for walking, biking, or public transit, residents are likely to drive less. This would result in a lower Home-Based VMT per Capita, indicating a more efficient and sustainable design.

Residential VMT Significance Threshold and Impact Determination

The City's threshold, of significance for a project's VMT impact with respect to residential uses, based on the County Guidelines, is described in **Table 2**. While the proposed Project includes both residential and retail and other commercial land uses, since only the residential component of the Project is subject to VMT impact evaluation, only the threshold of significance for residential is described in this section.

Table 2 – VMT Threshold of Significance

Land Use	Threshold of Significance
Residential	13.21 VMT per capita * (15% below existing regional average)

* Base Year 2019 OCTAM Travel demand model

The following summarizes the results of the residential VMT analysis. **Table 3** shows the Home-Based VMT per Capita results for the existing plus project (2019) and cumulative plus project (2050) conditions. As shown in **Table 3**, Home-Based VMT per Capita for the Project is higher than the County's residential VMT significance thresholds under both existing and cumulative plus project conditions.

Table 3 – Residential VMT Impact

Analysis Scenario	Home-Based VMT/Capita
Significance Threshold (15% Below Existing regional average)	13.21
Existing Plus Project (2019)	14.29
Cumulative Plus Project (2050)	14.94
VMT in Excess of Significance Threshold	1.73
VMT % In Excess of Threshold	11.6%

The VMT % in Excess of Threshold of 11.6% was calculated based on the ratio of the VMT in Excess of Significance Threshold, which is 1.73, as compared to the greater of the Project's residential VMT impacts, which here is the Cumulative Plus Project (2050) Home-Based VMT/Capita of 14.94.

1.73 / 14.94 = 11.6%

The 11.6% represents the greatest exceedance of the residential significance threshold. As shown, however, the Project's Home-Based VMT per Capita for the Project's residential component exceeds the residential VMT significance threshold under both the existing and cumulative plus project conditions.

Quantitative Retail VMT Analysis and Impact Determination

In addition to the qualitative VMT assessment provided above, a quantitative analysis was conducted to evaluate the Project's retail land use component in accordance with the significance thresholds and methodology outlined in the Orange County Vehicle Miles Traveled (VMT) Guidelines. The analysis was designed to determine whether the inclusion of retail uses would result in a significant increase in Countywide VMT under both existing and cumulative conditions.

Retail VMT Significance Threshold and Impact Determination

As stated on page 10 of the County Guidelines, the applicable significance threshold for retail projects is based on the net change in total (i.e., Countywide) VMT:

> Recommended threshold for retail projects: A net increase in total VMT may indicate a significant transportation impact.

Under this threshold, a project's retail component is considered to have a less-than-significant VMT impact if it does not increase total Countywide VMT. The intent of this metric is to account for whether new retail uses shorten overall travel distances by redirecting existing trips closer to origin points (i.e., internalizing trips), thereby reducing VMT at a regional scale.

To apply this threshold, OCTAM model runs were conducted comparing "plus project" conditions with and without the retail component, while keeping the proposed residential component unchanged. This isolates the impact of the retail uses on Countywide VMT by assessing whether their inclusion in the Project results in a net increase or decrease in vehicle travel. The analysis was conducted under both:

- Existing conditions (2019), using the model base year; and
- Cumulative conditions (2050), based on the model's forecast year.

As shown in **Table 4**, the inclusion of the retail component results in a net **decrease** in total Countywide VMT under both existing and cumulative scenarios with the addition of the Project. This reduction occurs because integrating retail uses into the project area enables more trips to occur internally or over shorter distances, reducing the need for residents to travel off-site for essential services and goods.

Table 4 – Retail VMT Impact

Analysis Scenario	Total Countywide VMT
Significance Threshold (Net Increase in Total VMT)	>0
Existing Plus Project (2019) Without Retail	146,839,424
Existing Plus Project (2019) With Retail	146,828,973
Cumulative Plus Project (2050) Without Retail	157,660,001
Cumulative Plus Project (2050) With Retail	157,643,286
Net Change in VMT With Retail (2019)	-10,451
Net Change in VMT With Retail (2050)	-16,715

Note: Total VMT is reported based on the Origin-Destination Method.

POTENTIAL VMT MITIGATION MEASURES

As previously discussed, the Project's retail and other commercial uses component was determined to result in a less-than-significant VMT impact based on both qualitative and quantitative evaluations. However, the residential component was found to exceed the County's significance threshold for VMT, which is based on whether a project's home-based VMT per capita is 15 percent or more below the regional average. Since the Project exceeds this residential significance threshold, the Project's residential component is considered to have a significant VMT impact under CEQA.

When a significant VMT transportation impact is identified, feasible mitigation measures must be considered and, if relevant and feasible, implemented pursuant to the California Environmental Quality Act (CEQA) to avoid or reduce the impact to a less-than-significant level.

One way to potentially mitigate a project's significant VMT impact is by implementing feasible Transportation Demand Management (TDM) strategies. In this regard, the California Air Pollution Control Officers Association (CAPCOA) publishes the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* in December 2021 (CAPCOA Guidelines), which provides methods for estimating the mitigation effects of various TDM strategies. This document is commonly used throughout the State to identify and document potentially feasible TDM strategies.

Based on a review of these TDM strategies, the following potential mitigation measures were evaluated for their applicability to this Project and their potential to reduce the Project's significant residential VMT impact.

- **Construct or Improve Bike Facility (CAPCOA Handbook Strategy T-19-A)**: This mitigation measure would require the Project to include a new bicycle facility or facilities or improve an existing facility that would connect the Project to the existing regional bicycle network. The construction/improvement of bicycle facilities would provide residents with the opportunity to bike to their destination rather than drive, reducing the number of vehicle trips and overall Project-generated VMT.

  Provide a map showing the new bike path.

  The Project is assumed to include the addition of approximately 1 mile of bicycle facilities, connecting to the existing bicycle network. Applying the calculation parameters applicable to the surrounding area as provided in the CAPCOA Handbook for Measure T-19-A, this improvement is estimated to achieve a 0.1% reduction in VMT by enhancing active transportation options, increasing network connectivity, and encouraging a shift away from single-occupancy vehicle trips.

L-3-14

Figure 2, on the following page, shows the existing Bikeways per the Orange County Transportation Authority (OCTA) Bikeways map. The segment of Cerritos Avenue, adjacent to the Buildout Area, is an existing Class II Bike facility with buffered bike lanes. West of Denni Street/Lexington Drive and east of Walker Street it is a Class III Bike facility. Denni Street is an existing Class III Bike facility. Moody Street and Walker Street have existing Class II Bike facilities with a dedicated bike lane.

- **Provide Pedestrian Network Improvement (CAPCOA Handbook Strategy T-18):** This mitigation measure requires the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area. The construction of such pedestrian facilities would provide residents with the opportunity to walk to their destination rather than drive, reducing the number of vehicle trips and overall Project-generated VMT. The Project will add approximately 1.7 miles of new sidewalks along the Moody Street and Vessels Circle extensions, which will be public streets. From the CAPCOA Guidelines, the recommended study area of 0.6 mile from the project perimeter was used to determine the length of existing off-site sidewalks, within that radius, which is 7.7 miles. The Project will increase the existing study area sidewalk length from 7.7 miles to 9.4 miles, which would reduce VMT by 1.1% according to the formula provided in the County Guidelines. This estimate assumes moderate improvements to pedestrian infrastructure, such as creating new connections to Moody Street and Vessels Circle, as well as typical safety and accessibility upgrades.

  Pedestrian access by sidewalks to the Buildout Area will be from Katella Avenue, Cerritos Avenue, Lexington Drive, and Vessels Circle, as extended. Further pedestrian circulation improvements include sidewalk along the extension of Moody Street south of Cerritos Avenue. These pathways, together with the existing pedestrian infrastructure on the surrounding streets, will ensure seamless integration with the broader pedestrian network, effectively linking the Buildout Area with nearby amenities and transit options

Figure 2 – Existing Bikeways Near Buildout Area



Source: OCTA Orange County Bikeways Map

L-3-15

Table 5 summarizes the Residential VMT reductions taken from implementing both the T-19-A, Construct or Improve Bike Facility and T-18, Provide Pedestrian Network Improvement, totaling 1.2%. This results in a net increase in Residential VMT % in excess of the significance threshold with mitigation of 10.4%.

Table 5 – Residential VMT Impact with Mitigation

Analysis Scenario	Home-Based VMT/Capita
Significance Threshold (15% Below Existing regional average)	13.21
VMT % In Excess of Threshold	11.6%
VMT Reduction from Mitigations	1.2%
VMT % In Excess of Threshold with Mitigation	10.4%

FINDINGS AND CONCLUSIONS

Based on the results of this analysis, the following findings and conclusions are made:

- Based on a qualitative analysis of the Project's non-residential component, which includes retail and other commercial uses, pursuant to the screening threshold in the OPR Technical Advisory as well as quantitative analysis pursuant to the County Guidelines, the Project's non-residential component would not result in a net increase in VMT and the Project would therefore have a less-than-significant VMT transportation impact with respect to such component.
- The Project's residential VMT impact would exceed the City's significance threshold and the Project would therefore have a significant residential VMT impact. It has been determined that two feasible mitigation measures would reduce that significant impact. First, improvements to the pedestrian network in accordance with CAPCOA Handbook Strategy T-18 would reduce the Project's residential VMT impact by 1.1%. Second, the improvement of bike facilities in accordance with CAPCOA Handbook Strategy T-19-A would reduce the Project's residential VMB impact by 0.1%. With the implementation of these feasible mitigation measures, the Project's residential VMT impact would remain significant, with a residential VMT impact of 10.4% over the significance threshold, so that the Project's residential VMT impact would be significant and unavoidable.

This page intentionally left blank

2.4.3 CITY OF LOS ALAMITOS

Letter Code: L-3
Date: April 20, 2026

Response to Comment L-3-1

This comment provides introductory remarks and summarizes the scope of the Draft EIR.

The City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment L-3-2

This comment states that although the City of Los Alamitos supports the City of Cypress' intent to meet its designated housing allocation, the City of Los Alamitos has concerns regarding potential impacts on Los Alamitos residents due to the proposed project's significant and unavoidable air quality and transportation impacts.

The City acknowledges this comment. As discussed in the Draft EIR, implementation of the proposed project would result in significant and unavoidable impacts related to transportation (VMT) and air quality (conflict with applicable air quality management plans and operational air quality emissions). Although the Draft EIR included **Mitigation Measures AIR-1** and **TRA-1**, which would reduce these impacts, implementation of these measures would not reduce the impacts to less than significant. Therefore, while air quality and transportation impacts would remain significant and unavoidable, the Draft EIR identifies and prescribes all feasible mitigation measures that would reduce the impact to the extent practicable, as required by CEQA.

Because the comment does not contain any other substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment L-3-3

This comment states that the City of Los Alamitos agrees that the Historic Preservation Alternative is the Environmentally Superior Alternative and that implementation of this alternative would be the most desirable outcome for the proposed project, barring increased housing mandates.

As discussed in Chapter 5.0, Alternatives, of the Draft EIR, the Historic Preservation Alternative would avoid the significant and unavoidable impact to historical resources as defined in Section 15064.5 of the *State CEQA Guidelines* associated with the proposed project. Therefore, the Draft EIR identified the Historic Preservation Alternative as the Environmentally Superior Alternative. However, implementation of the Historic Preservation Alternative would still result in significant and unavoidable impacts associated with air quality (conflict with applicable air quality management plans and operational air quality emissions) and transportation (VMT), similar to the proposed project. In addition, although these impacts would still be considered less than significant, impacts related to noise and public services would be greater when compared to the proposed project, as the Historic Preservation Alternative would include the conversion of the Los Alamitos Race Course

(LARC) character-defining features, including the original pre-1970 track, the 1954 quarter-mile chute, the infield and ponds, and a portion of the grandstand into a performance venue for future concerts, plays, and other entertainment performances.

Further, as discussed in Chapter 5.0, the Historic Preservation Alternative would not meet the project objectives to the same extent as the proposed project. Specifically, while the Historic Preservation Alternative would facilitate development of 1,400 residential units within the Buildout Area, which would help meet the significant unmet demand for housing in the City and the project vicinity, the Historic Preservation Alternative would result in 391 fewer residential units than the proposed project. In addition, this alternative would require amendments, approved by the voters, to allow for the performance venue within the Specific Plan, which is not a use currently permitted within the Specific Plan area. Therefore, the Historic Preservation Alternative would be inconsistent with the voter-approved Specific Plan.

Because the comment does not contain any other substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment L-3-4

This comment claims that Los Alamitos residents would experience increased traffic, noise, and air quality impacts due to the proposed project's significant and unavoidable residential VMT impact, which would create additional cumulative rush-hour congestion and health issues for Los Alamitos residents, who have already experiences increased traffic from other large housing projects in the area, particularly in the City of Cypress.

As previously discussed, transportation impacts under CEQA are to be evaluated based on a project's effect on VMT as opposed to vehicle delay and LOS (i.e., traffic congestion). This change came into effect on December 28, 2018, when the California Office of Administrative Law cleared the revised *State CEQA Guidelines* for use and removed vehicle delay and LOS from consideration under CEQA. Therefore, the Draft EIR discusses potential VMT impact with implementation of the proposed project. As discussed in Section 4.17, Transportation, of the Draft EIR, the residential component of the proposed project would result in a higher VMT per capita than the County's residential VMT significance thresholds under both existing and cumulative plus project conditions by 11.6 percent. As such, the proposed project would be required to implement feasible Transportation Demand Management (TDM) strategies to mitigate the proposed project's VMT impact, as detailed in **Mitigation Measure TRA-1**. However, implementation of **Mitigation Measure TRA-1** would only reduce the proposed project's residential VMT impact by 1.2 percent. Accordingly, even with implementation of the identified TDM strategies, the proposed project's residential VMT impact would remain significant, with a residential VMT impact of 10.4 percent over the significance threshold. Therefore, the proposed project's VMT impact would be significant and unavoidable, as identified in the Draft EIR.

Section 4.17 of the Draft EIR also analyzed cumulative transportation impacts, including cumulative VMT impacts associated with the cumulative plus project (2050) scenarios. The cumulative plus project (2050) scenario reflects 2050 conditions with the proposed project incorporated. As discussed in Section 4.17, even with implementation of **Mitigation Measure TRA-1**, which requires

inclusion of pedestrian sidewalks and bicycle lanes, the proposed project would result in a significant and unavoidable impact related to residential VMT. Pursuant to the *Technical Advisory on Evaluating Transportation Impacts in CEQA* prepared by the Governor's Office of Planning and Research (OPR; now the Governor's Office of Land Use and Climate Innovation [LCI]),[8] if a project individually has a significant VMT impact, then it also has a significant cumulative VMT impact, and vice-versa. Therefore, the proposed project would have a significant and unavoidable cumulative residential VMT impact, while the cumulative impact related to non-residential VMT would be less than significant. Accordingly, the Draft EIR determined that implementation of the proposed project, in addition to other recently completed, planned, and reasonably foreseeable projects within the City and surrounding area, could result in cumulative transportation impacts.

Section 4.13, Noise, of the Draft EIR analyzed potential operational traffic noise impacts. As discussed in Section 4.13 of the Draft EIR, the results of this analysis indicate that the increase in noise associated with project-related traffic, comparing existing without project traffic volumes to existing plus project traffic volumes, would be up to 0.3 A-weighted decibel Community Noise Equivalent Level (dBA CNEL) along the analyzed road segments, located adjacent to the Buildout Area. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Because project-related traffic would not result in a perceptible increase (i.e., 3 dBA or greater) in ambient roadway noise levels, off-site traffic noise impacts would be less than significant. In addition, because residents of Los Alamitos would be located further west and south of the analyzed road segments, they would experience less than 0.3 dBA CNEL, which would not be perceptible to the human ear in an outdoor environment. Therefore, implementation of the proposed project and the additional vehicles traveling the vicinity of the Buildout Area would not result in significant noise impacts that would increase health issues for Los Alamitos residents.

As discussed in Section 4.3, Air Quality, of the Draft EIR, the primary emissions associated with the proposed project are regional in nature, meaning that air pollutants are rapidly dispersed on release or, in the case of vehicle emissions associated with the proposed project, emissions are released in other areas of the South Coast Air Basin (Basin). Further, as discussed in Section 4.3, Air Quality, of the Draft EIR, implementation of the proposed project would not expose sensitive receptors, including residential uses in the City of Los Alamitos located west and south of the Buildout Area, to substantial pollutant concentrations with implementation of **Mitigation Measure AIR-2**, which requires use of USEPA Tier 4 Final or cleaner construction equipment if and to the extent commercially available, or the cleanest available technology that is commercially available and feasible to reduce construction-related diesel particulate matter (DPM) emissions at the source. If Tier 4 Final equipment or cleaner construction equipment is not commercially available for a majority of the construction equipment and the individual development project would be larger than 20 acres, **Mitigation Measure AIR-2** requires the preparation of a project-specific construction Health Risk Assessment (HRA), which may identify additional feasible risk-reduction measures for implementation, as appropriate. Therefore, implementation of the proposed project would not expose Los Alamitos residents to substantial pollutant concentrations that would increase health issues for Los Alamitos residents.

[8] Governor's Office of Land Use and Climate Innovation (LCI) (previously the Governor's Office of Planning and Research [OPR]). 2018. *Technical Advisory on Evaluating Transportation Impact In CEQA*. April.

Section 4.3 also included an analysis of operational public health effects. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Particulate matter can also lead to a variety of health effects in people. These include premature death of people with heart or lung disease, heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Although the emissions from operations resulting from buildout of the proposed project are expected to exceed the SCAQMD's project level thresholds, it should be noted that exceeding or not exceeding the SCAQMD's numeric regional mass daily thresholds does not, by itself, directly correlate to a determination regarding health risk impacts on nearby sensitive receptors. The project level thresholds are intended to provide a means of consistency in significance determination within the environmental review process, and do not provide a finding on health risk impacts on nearby sensitive receptors, including residential uses in the City of Los Alamitos located west and south of the Buildout Area.

The SCAQMD acknowledges that it has only been able to correlate potential health outcomes for very large emissions sources; specifically, 6,620 pounds per day (lbs/day) of NO_X, and 89,180 lbs/day of VOCs were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to ozone.[9] As provided in Section 4.3, with implementation of **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1**, operation of the proposed project would generate a maximum of 37.3 lbs/day of NO_X and 104.2 lbs/day of VOCs well below the VOC emission directly corelate to health impacts. Therefore, emissions associated with the proposed project are not sufficiently high to correlate health effects on a Basin-wide level, which includes the City of Los Alamitos. Furthermore, air quality trends for emissions of NO_X, VOCs, and ozone (which is a byproduct of NO_X and VOCs) have been trending downward within the Basin even as development has increased over the last several years. Therefore, proposed project implementation is not expected to result in any Basin-wide increase in health effects that would reduce neighborhood livability and would therefore not result in health issues for Los Alamitos residents.

The Draft EIR recognizes that emissions of ozone precursors (VOCs) can contribute to regional exceedances of air quality standards and that such exceedances are associated with increased respiratory and cardiovascular symptoms in sensitive populations. However, the proposed project's emissions are small relative to regional totals and SCAQMD addresses and manages air basin-wide concentrations through its Air Quality Management Plan. Further, the precise concentrations at which VOC would trigger these symptoms for a single project is not currently scientifically feasible. It is also not technically feasible to directly correlate regional emissions to specific localized health public health effects (e.g., the number of asthma cases) from an individual project. In addition, is not scientifically feasible to assess potential impacts on Los Alamitos residents specifically. Accordingly, the Draft EIR discloses these impacts as significant and unavoidable and includes all feasible mitigation measures to minimize emissions during operation, as discussed above. Therefore, while air quality and transportation impacts would remain significant and unavoidable, the Draft EIR identifies and prescribes all feasible mitigation measures that would reduce the impact to the extent practicable, as required by CEQA.

[9] Supreme Court of California. 2015. *Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno, Plaintiffs and Appellants, v. County of Fresno, Defendant and Despondent, and Friant Ranch, L.P., Real Part in Interest and Despondent.* April.

Section 4.3 of the Draft EIR also analyzed cumulative air quality impacts, including cumulative health risk impacts. As discussed in Section 4.3, because diesel particulate matter emissions from construction activities would be minimized through required use of Tier 4 Final or cleaner equipment or subject to project-specific review where warranted, the proposed project's contribution to cumulative localized health risk impacts would not be cumulatively considerable. Therefore, cumulative impacts related to construction TAC exposure to sensitive receptors would be less than significant with mitigation.

Overall, while air quality and VMT impacts would remain significant and unavoidable, the Draft EIR identifies and prescribes all feasible mitigation measures that would reduce the impact to the extent practicable, as required by CEQA.

Response to Comment L-3-5

This comment claims that the proposed project' significant and unavoidable impact associated with a cumulatively considerable net increase of criteria pollutants for which the project region is nonattainment under an applicable federal or state ambient air quality standard would negatively impact City of Los Alamitos residents.

As discussed above, while implementation of **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1** would incorporate design features that would contribute to reducing criteria air pollutant emissions generated during operational activities associated with the full buildout envisioned under the proposed project, the long-term operational VOC emissions associated with the proposed project would cumulatively contribute to the nonattainment designations in the Basin and project impacts would not be lowered below SCAQMD thresholds. Therefore, while air quality impacts would remain significant and unavoidable, the Draft EIR identifies and prescribes all feasible mitigation measures that would reduce the impact to the extent practicable, as required by CEQA.

However, as discussed above, emissions associated with the proposed project are not sufficiently high to correlate health effects on a Basin-wide level, which includes the City of Los Alamitos. Furthermore, air quality trends for emissions of NO_X, VOCs, and ozone (which is a byproduct of NO_X and VOCs) have been trending downward within the Basin even as development has increased over the last several years. Therefore, proposed project implementation is not expected to result in any Basin-wide increase in health effects that would reduce neighborhood livability and would therefore not result in significantly impact Los Alamitos residents. Refer to Response to Comment L-3-4, above, for additional discussion.

Response to Comment L-3-6

This comment recommends that in order to address the increased traffic with the proposed project and other projects in the area, the City of Los Alamitos requests that the Orange County Transportation Authority (OCTA) increase bus connections and frequent bus routes during high-traffic periods, and that additional bike lane connections be planned through an Active Transportation Plan (ATP) with links to the City of Los Alamitos' existing and future bike lanes.

As discussed in Section 4.17, Transportation, of the Draft EIR, the City's General Plan Circulation Element contains Policy CIR-2.6, which requires the City to respond to increases in demand for

additional bus service through interaction with OCTA and other available resources. Accordingly, the City continually assesses ridership demand and coordinates with OCTA in order to address any deficiencies in service. OCTA has also recently completed the 2024 Orange County Transit Vision Master Plan,[10] which aims to integrate, enhance, and expand multimodal transportation services throughout the County and is currently developing the Directions 2050 plan[11] to update OCTA's LRTP. Directions 2050 will look ahead to 2050 and outline strategies to ensure that the County's transportation system remains efficient, safe, balanced, and sustainable, and addresses the provision of transit services. OCTA's FY 2025-2026 budget also highlights increased transit service, including adding more bus service to meet rising demand, and investments in transit infrastructure.[12] Therefore, the City is already coordinating with OCTA regarding the need for potential transit service improvements. Further, implementation of the proposed project would not interfere with implementation of these transit planning documents, including the specific actions to address the growing need for expanded transit service.

At this time, the City does not have an adopted ATP or plans to prepare an ATP. Because the comment does not contain any other substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment L-3-7

This comment states that the City of Los Alamitos' Traffic Engineer reviewed the VMT analysis prepared for the proposed project, which is included as **Appendix K** of the Draft EIR, and has provided comments on the analysis, which are provided as an attachment to the comment letter. This comment also states that the Traffic Engineer agrees that VMT impacts associated with implementation of the proposed project would be significant and unavoidable.

Specific responses to the comments provided by the City of Los Alamitos' Traffic Engineer on the *Vehicle Miles Traveled (VMT) Analysis for Specific Plan 3.0 Buildout Project* (VMT Memo)[13] prepared for the proposed project are provided in Response to Comment L-1-9 through Response to Comment L-1-14, below.

Response to Comment L-3-8

This comment provides concluding remarks and contact information.

The City acknowledges this comment and looks forward to future communications with the City of Alamitos regarding development of the proposed project.

---

10 Orange County Transportation Authority (OCTA). 2025a. *2024 Orange County Transit Vision Master Plan*. May.

11 Orange County Transportation Authority (OCTA). 2025c. OCTA Seeks Public Input to Help Shape Orange County's Transportation Future. October 3. Website: https://www.octa.net/news/news-releases/octa-seeks-public-input (accessed October 2025).

12 Orange County Transportation Authority (OCTA). 2025b. OCTA Approves $1.74 Billion Balanced Budget for FY 2025-26. June 6. Website: https://www.octa.net/news/news-releases/octa-approves-174-billion-balanced-budget-for-fy-2025-26 (accessed October 2025).

13 Kimley-Horn and Associates, Inc. 2025. *Vehicle Miles Traveled (VMT) Analysis for Specific Plan 3.0 Buildout Project.* May.

Response to Comment L-3-9

This comment asks if future grocery stores, hotel, or office uses developed as part of the proposed project would exceed 50,000 square feet in size.

The proposed project is the conceptual buildout under Specific Plan 3.0 and no specific future non-residential tenants or operators have been identified. It is expected that no single retail establishment developed as part of the proposed project, including grocery store, hotel, or office uses, would exceed 50,000 square feet in size. As discussed in the VMT Memo prepared for the proposed project, included as **Appendix K** to the Draft EIR, even though the proposed project would result in up to 440,000 square feet of non-residential uses, each individual retail tenant is anticipated to fall below the Office of Land Use and Climate Innovation's (LCI) screening threshold for regional-serving retail uses. Therefore, the proposed project would be consistent with the intended function of the 50,000-square-foot threshold, as construed in the appropriate technical advisory, and VMT impacts associated with future retail establishments are presumed to be less than significant.

Regardless, the VMT Memo assessed potential impacts related to retail uses larger than 50,000 square feet and found that even if the retail use exceeds the 50,000 square foot threshold (like a grocery store), the proposed project would still have a net reduction in VMT. Table 4 in **Appendix K** of the Draft EIR shows that the Retail VMT would be less than significant. Hotel uses are not assessed using the travel demand model since the model does not have a specific hotel land use to include. A qualitative analysis was completed for hotel uses, as discussed in more detail in Response to Comment L-3-10, below. Office uses are assumed to be within 10 percent of the proposed retail uses, however these office uses are anticipated to be customer-based rather than employee-based and therefore have similar VMT results.

Response to Comment L-3-10

This comment asks how the qualitative VMT assessment of the other potential non-residential uses that could be developed within the Buildout Area that are not primarily retail in nature, such as hotels or motels, was assessed.

The VMT Memo prepared for the proposed project included a qualitative VMT assessment based on the anticipated travel characteristics of the potential hotel or motel use within the Buildout Area. The analysis assumed a hotel/motel use would be non-destination in nature and would serve travelers already moving within or through the region, which is pre-determined based on their final destination. This assessment was not restricted to trips within the City of Cypress only and is a reasonable assumption based on the final destination being a family visit, business visit to nearby offices, or central location to Southern California attractions.

Response to Comment L-3-11

This comment appears to note that although non-destination hotels and motels do accommodate overnight travelers and event attendees already in the region, these uses would reduce overall trip lengths in the region and not necessarily local vehicle trips within the City of Cypress.

For VMT purposes, the relevant question is whether the use would generate substantial new regional travel or increase trip lengths compared with existing travel patterns. Non-destination hotels and motels typically accommodate travelers who are already in the region for business, events, freeway travel, or other purposes. Therefore, these types of lodging facilities generally capture or redistribute existing regional lodging demand rather than creating a new major destination that would induce additional long-distance travel. In some cases, providing lodging near a traveler's destination or travel route can reduce overall trip length compared with lodging located farther away.

Therefore, although the anticipated vehicle trips may be regional in nature and not necessarily local to the Cypress area, the anticipated hotel or motel use is not expected to substantially increase VMT as it would not significantly alter regional lodging supply, function as a major attraction, or introduce substantial new travel demand.

Response to Comment L-3-12

This comment asks for clarification regarding how the internal trip capture was determined in the project-specific VMT analysis if the retail portion of the proposed project cannot be determined at this time.

The VMT model identifies project land use input as a general retail use and does not require the specific type of retail be identified. The model is a trip-based travel demand model that simulates travel behavior based on socio-economic data, including household, population, employment characteristics and proximities between different land uses type, to estimate trip generation and mode choice. In addition, the model includes residential and retail land uses within the project zone which accounts for internal capture within the zone.

Response to Comment L-3-13

This comment asks how the retail employment rate of approximately two employees per 1,000 square feet was assessed.

The retail employment rate of approximately two employees per 1,000 square feet is derived using the Institute of Transportation Engineers (ITE) Trip Generation Manual for General Retail uses. Based on an equal combination of the ITE trip rates by square feet and trip rates by number of employees, the proposed project is forecast to generate approximately two employees per 1,000 square feet.

Response to Comment L-3-14

This comment requests a map that shows the proposed new bike facilities associated with the proposed project be provided.

Figure 2 in the VMT Memo prepared for the proposed project has been revised to include the planned Class II On-Road bike path that would bisect the Buildout Area connect Cerritos Avenue and Katella Avenue and the planned Class III On-Road bike path that would extend west from Walker Street. Refer to Section 3.0, Errata, of this Final EIR.

The Draft EIR analyzed buildout of the Specific Plan within the Buildout Area at a "programmatic" level. Because the proposed project is examined at a programmatic level, the Draft EIR only discusses and analyzes the overarching, "maximum development" scenario and the specific future development projects and associated future bicycle infrastructure are not discussed in the Draft EIR because they cannot be determined at this time. Future development projects associated with implementation of the proposed project would be reviewed by the City on a project-by-project basis in order to ensure that the proposed development is consistent with the Specific Plan. Specifically, through the design review process, future development projects would be required to submit a detailed site plan that depicts the bicycle facilities that would be included in each development, consistent with the Specific Plan.

Response to Comment L-3-15

This comment requests that Figure 2, Existing Bikeways Near Buildout Area, in the VMT analysis memorandum show the proposed new bike facilities and classifications associated with the proposed project.

As noted in the Response to Comment L-3-15, Figure 2 in the VMT Memo prepared for the proposed project in **Appendix K** of the EIR has been revised to include the planned Class II On-Road bike path that would bisect the Buildout Area and connect Cerritos Avenue and Katella Avenue and the planned Class III On-Road bike path that would extend west from Walker Street. Refer to Section 3.0, Errata, of this Final EIR.

This page intentionally left blank

Comment Letter L-4

GARDEN GROVE

CITY OF GARDEN GROVE

April 30, 2026

Alicia Velasco, Planning Director
City of Cypress Community Development Department, Planning Division
5275 Orange Avenue
Cypress, California 90630

RE: NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SPECIFIC PLAN 3.0 BUILDOUT PROJECT

Dear Alicia Velasco,

Thank you for providing the Notice of Availability for the Specific Plan 3.0 Buildout Project Draft EIR ("Project"), in the City of Cypress ("City"). City of Garden Grove Staff have reviewed the available documents, and the following comments are provided for your consideration: L-4-1

- The Draft EIR assumes approximately 50% buildout of the non-residential floor area (440,000 sq. ft. of the 879,170 sq. ft. of maximum development capacity that would be approved under the Specific Plan). [DEIR at pp. 1-2, 3-14.] To support this assumption, the Draft EIR states:

  > "[I]t is anticipated that, based on current and reasonably foreseeable future market conditions, the buildout of the Buildout Area will include substantially less than 879,170 square feet of non-residential development. Therefore, the environmental analyses in this Draft EIR are based in part on the assumption that only 440,000 square feet of non-residential development will occur within the Buildout Area. This represents approximately 50 percent of the maximum amount of permitted non-residential development." [DEIR at pp. 1-2, 3-14.] L-4-2

  The Draft EIR does not explain its methodology for arriving at the 50% figure. While the City of Cypress is "not required to engage in speculation in order to analyze a 'worst case scenario'" (see *Napa Citizens for Honest Government v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4th 342, 373), the City must support its 50% buildout assumption with substantial evidence under CEQA Guidelines Section 15384. The City should provide greater support for its assumption that only 50% of the non-residential development will be built out.

  The Draft EIR adds: "If non-residential development that cumulatively exceeds 440,000 square feet is later proposed within the Buildout Area, additional environmental review in accordance with the provisions of CEQA and the *State CEQA Guidelines* may be required if and to the extent such non-residential development requires any discretionary action by the City." [DEIR at p. 3-14.] However, it is unclear what additional "discretionary action by the City" (as opposed to ministerial approval) L-4-3

would be necessary if the Specific Plan allowing a maximum buildout of 879,170 square feet of non-residential development is approved. L-4-3 cont.

- In reviewing the Level of Service (LOS) analysis, it is noted that LOS at the Valley View Street and SR-22 ramp intersections degrades from LOS C under existing conditions to LOS D under Buildout Year 2038 conditions. These intersections serve as critical access points to the SR-22 Freeway and provide connectivity to the I-405 Freeway. As such, they are particularly sensitive to increases in traffic volumes and delay. While LOS D may be considered acceptable, degradation at freeway ramp intersections is concerning because it can lead to: L-4-4
    - Increased queuing and potential spillback onto Valley View Street
    - Reduced efficiency of traffic progression along the corridor
    - Impacts to upstream intersections, including those within Garden Grove

  In addition, the current analysis does not appear to account for corridor-level operational behavior along Valley View Street. As a major north-south arterial that is signal-coordinated, changes in traffic volumes can have broader system effects beyond a single intersection. Incremental increases in traffic can:
    - Disrupt signal progression
    - Break up vehicle platoons
    - Increase stops and delays across multiple intersections
    - Create cumulative impacts along the corridor

  These effects are particularly relevant at key downstream intersections such as:
    - Valley View Street / Chapman Avenue
    - Valley View Street / Lampson Avenue
    - Valley View Street / West Grove Avenue

  L-4-5

  Given that project traffic traveling southbound on Valley View Street must pass through these ramp intersections to access the regional freeway system, even a modest increase in volume can contribute to cumulative operational impacts. Accordingly, the City requests that the analysis be expanded to include the following downstream intersections within Garden Grove to better evaluate corridor-level and freeway access impacts:
    - Valley View Street / Chapman Avenue
    - Valley View Street / West Grove Avenue
    - Valley View Street / Belgrave Avenue
    - Valley View Street / Lampson Avenue
    - Valley View Street / Cerulean Avenue

  There are additional concerns that the assumed buildout of non-residential floor area will is only at 50%. Should the entirety of the approve 879,170 square feet of non-residential floor area be built out, the added non-residential uses will also contribute to further degradation of LOS on Valley View Street. L-4-6

If you have any questions, please contact me at (714) 741-5303 or priitk@ggcity.org. L-4-7

Sincerely,



Priit Kaskla, AICP
Senior Planner

2.4.4 CITY OF GARDEN GROVE

Letter Code: L-4
Date: April 30, 2026

Response to Comment L-4-1

This comment provides introductory remarks and states that the City of Garden Grove has reviewed the Draft EIR.

The City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment L-4-2

This comment asks the City to provide greater support for its assumption that only approximately 50 percent (approximately 440,000 square feet) of the total maximum non-residential development capacity approved under the Specific Plan (879,170 square feet) would be built out.

As discussed in Chapter 3.0, Project Description, of the Draft EIR, the Specific Plan permits an aggregate maximum of 879,170 square feet of non-residential floor area within the Buildout Area. However, the application submitted to the City by the Applicant for buildout of the Buildout Area under the Specific Plan proposes approximately 440,000 square feet of non-residential area. As such, the proposed project evaluated in the Draft EIR is based in part on the assumption that only 440,000 square feet of non-residential development will occur within the Buildout Area. The amount of anticipated non-residential floor area is based on current and reasonably foreseeable future market conditions. Accordingly, the buildout of the Buildout Area as well as the associated Development Agreement will include substantially less than 879,170 square feet of non-residential development.

Response to Comment L-4-3

This comment refers to page 3-14 of the Draft EIR, which states that additional environmental review may be required if and to the extent that cumulative non-residential development exceeds 440,000 square feet, and states that it is unclear what additional discretionary action would be necessary if the Specific Plan allows a maximum buildout of 879,170 square feet of non-residential development is approved.

Future development projects associated with implementation of the proposed project would be required to submit development applications for review and approval by the City. Through this application review process, the City would monitor and track the cumulative non-residential development within the Buildout Area to ensure that it would not exceed the 440,000 square foot assumption that was analyzed in the Draft EIR. If future buildout exceeds 440,000 square feet of non-residential floor area, each future applicant for a project that would cause the overall non-residential floor area within the Buildout Area to exceed, or further exceed, 440,000 square feet, would be required to prepare and submit to the City supplemental studies and analysis, which may include additional environmental review pursuant to CEQA, for such a project. In addition, if future

buildout exceeds 440,000 square feet of non-residential floor area, the Development Agreement could require updates, which would be subject to City discretionary approval.

Response to Comment L-4-4

This comment states that according to the LOS analysis prepared for the proposed project, the LOS at the Valley View Street and SR-22 ramp intersections degrades from LOS C under existing conditions to LOS D under Buildout Year 2038 conditions, which could lead to degradation at the freeway ramp intersection.

The City acknowledges this comment. As previously discussed, transportation impacts under CEQA are to be evaluated based on a project's effect on VMT as opposed to vehicle delay and LOS. This change came into effect on December 28, 2018, when the California Office of Administrative Law cleared the revised *State CEQA Guidelines* for use and removed vehicle delay and LOS from consideration under CEQA. Because the additional corridor-level operational analysis requested by the City of Garden Grove is also related to LOS, it is also not required by CEQA.

Consistent with CEQA requirements, potential transportation impacts were assessed based on project-specific VMT analysis, as provided in the VMT Memo prepared for the proposed project. However, the Traffic Study prepared for the proposed project, which is not included in the Draft EIR, was prepared consistent with the Orange County Congestion Management Program (CMP) and addressed potential LOS impacts with implementation of the proposed project. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment L-4-5

This comment states that the LOS analysis does not appear to account for corridor-level operational behavior along Valley View Street, and requests that the LOS analysis be expanded to include several downstream intersections within the City of Garden Grove to better evaluate corridor-level and freeway access impacts.

The City acknowledges this comment. As discussed above, transportation impacts under CEQA are evaluated based on a project's effect on VMT, not LOS. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment L-4-6

This comment claims that should the entirety of the approved 879,170 square feet of non-residential floor area be built out, the added non-residential uses would also contribute to further degradation of LOS on Valley View Street.

The City acknowledges this comment. As discussed above, transportation impacts under CEQA are evaluated based on a project's effect on VMT, not LOS. Further, as discussed above, the City would monitor and track the cumulative non-residential development within the Buildout Area to ensure that it would not exceed the 440,000 square foot assumption that was analyzed in the Draft EIR. If

future buildout exceeds 440,000 square feet of non-residential floor area, each future applicant for a project that would cause the overall non-residential floor area within the Buildout Area to exceed, or further exceed, 440,000 square feet, would be required to prepare and submit to the City supplemental studies and analysis, which may include additional environmental review pursuant to CEQA, for such a project. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment L-4-7

This comment provides contact information.

The City acknowledges this comment and looks forward to future communications with the City of Garden Grove regarding development of the proposed project.

This page intentionally left blank

2.5 INDIVIDUALS

This page intentionally left blank

Comment Letter I-1

From: ernesto munoz
To: Alicia Velasco
Cc: City Council
Subject: Comment on Draft Los Alamitos Race Track EIR – Specific Plan 3.0 Buildout Project (Opposition and Request for Reduced-Density Alternative)
Date: Monday, April 20, 2026 8:02:41 PM

Dear Ms. Velasco, Planning Director, Commissioners, and honorable City Council Members,

My name is Ernesto Muñoz. I am a registered Civil Engineer in the State of California, a 32-year resident of the City of Cypress, and a former member of the City's engineering staff.

I am writing to formally comment on the Draft Environmental Impact Report (EIR) for the Specific Plan 3.0 Buildout Project and Housing Element implementation.

Based on both my professional background and long-term familiarity with Cypress infrastructure and traffic patterns, I must respectfully oppose the project as currently proposed. I-1-1

1. Traffic and Vehicle Miles Traveled (VMT) Impacts

The VMT analysis prepared by Kimley-Horn indicates a substantial increase in total vehicle miles traveled associated with the nearly 1,800 proposed residential units. From an engineering and practical standpoint, this translates directly into increased congestion on key arterial and collector roadways serving the project area and surrounding neighborhoods.

Of particular concern are the cumulative impacts to intersections and corridors that already experience peak-hour congestion, including: I-1-2
Katella Avenue & Valley View Street
Katella Avenue & Walker Street
Lincoln Avenue & Valley View Street
Lincoln Avenue & Walker Street
Ball Road & Valley View Street

In addition, local neighborhood circulation near my residence—including connections feeding into Valley View Street and Lincoln Avenue—will experience increased cut-through traffic as drivers seek to avoid congested arterials. These are not speculative concerns; they reflect well-documented driver behavior patterns in built-out suburban systems under added demand.

Under CEQA, VMT is used precisely because it correlates with congestion, emissions, and environmental degradation. The increase identified in the EIR is therefore a clear indicator of significant and unavoidable impacts.

2. Air Quality, Greenhouse Gas, and Quality of Life Impacts I-1-3

Increased VMT will directly result in:

Higher greenhouse gas emissions
Degradation of local air quality
Increased noise levels and reduced neighborhood livability

These impacts are inconsistent with the City's long-standing goals of maintaining a safe, stable, and high-quality residential environment. Cypress is largely built out, and incremental increases of this magnitude have disproportionate effects on both infrastructure and quality of life.

I-1-3 cont.

3. Professional Concern Regarding Scale and Infrastructure Capacity

Based on my experience as a civil engineer and former City staff member, the proposed scale —approaching 1,800 units—represents an intensity of development that exceeds what the existing circulation network can reasonably absorb without substantial degradation of service levels and community character.

I-1-4

While I recognize the City's obligations under RHNA, those obligations do not require maximizing density at every opportunity without balancing infrastructure constraints and environmental impacts.

4. Failure to Adequately Evaluate a Reasonable Reduced-Density Alternative

CEQA requires a good-faith evaluation of feasible alternatives that can reduce significant impacts. A reduced-density alternative has not been meaningfully advanced as a preferred option.

I respectfully request that the City evaluate and adopt a reduced-density alternative consisting of approximately 1,253 units (a 30% reduction from the proposed ~1,800 units). This alternative would:

I-1-5

Reduce VMT and peak-hour traffic volumes
Improve intersection performance and reduce cut-through traffic
Lower greenhouse gas emissions and air quality impacts
Better preserve neighborhood character and quality of life
Importantly, such a reduction would still allow the City to make substantial progress toward meeting its housing obligations while mitigating the most severe impacts.

5. Request for Project Revision and Recirculation

Given the magnitude of the impacts identified, I respectfully request that the City:
Revise the project to incorporate a reduced-density alternative (~1,253 units)

Fully analyze this alternative in a recirculated EIR

I-1-6

Incorporate meaningful VMT-reduction strategies and enforceable mitigation measures

Reevaluate the project's consistency with infrastructure capacity and community character

6. Conclusion

As both a professional engineer and long-time resident, I believe the current proposal places an undue burden on Cypress's transportation network and overall livability. A reduced-density

I-1-7

alternative represents a reasonable and necessary path forward that better balances state housing requirements with local environmental and community considerations.

I-1-7 cont.

Thank you for your time and consideration of these comments.

Sincerely,

Ernesto Muñoz, P.E.
10496 Julie Beth Circle
Cypress, CA 90630

This page intentionally left blank

2.5.1 ERNESTO MUÑOZ

Letter Code: I-1
Date: April 20, 2026

Response to Comment I-1-1

This comment provides introductory remarks and states that the commenter opposes the proposed project as currently designed.

The City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-1-2

This comment claims that the substantial increase in total VMT associated with implementation of the proposed project would translate into increased congestion on roadways serving the project area and surrounding neighborhoods and would result in a significant and unavoidable impact related to VMT, congestion, emissions, and environmental degradation.

VMT measures the amount of driving a project is expected to generate compared to the regional average. It looks at the average number of miles people travel each day for activities like commuting, shopping, and errands. Under CEQA, VMT is used to evaluate a project's transportation impacts as well as impacts on air quality and greenhouse gas emissions, since more travel generally results in more pollution. Projects located near jobs, shops, and public transit tend to have lower VMT, while those in more auto-dependent areas tend to have higher VMT. Importantly, VMT does not measure traffic congestion or roadway conditions. It focuses on how far people travel, not how traffic flows. As previously discussed, transportation impacts under CEQA are to be evaluated based on a project's effect on VMT as opposed to vehicle delay and LOS. This change came into effect on December 28, 2018, when the California Office of Administrative Law cleared the revised *State CEQA Guidelines* for use and removed vehicle delay and LOS from consideration under CEQA.

As discussed in Section 4.17, Transportation, of the Draft EIR, the proposed project's non-residential component is presumed to result in a less than significant VMT impact as future non-residential development under the proposed project would qualify as a neighborhood-serving retail development under the LCI Technical Advisory. A supplemental quantitative analysis was also conducted in accordance with the County Guidelines that confirmed that the proposed project's non-residential uses would result in a less than significant VMT impact, supporting the conclusion that the proposed project satisfies both the intent and technical requirements for VMT screening. However, the residential component of the proposed project would result in a higher VMT per capita than the County's residential VMT significance thresholds under both existing and cumulative plus project conditions by 11.6 percent. As such, the proposed project would be required to implement feasible TDM strategies to mitigate the proposed project's VMT impact, as detailed in **Mitigation Measure TRA-1**. These VMT reduction measures include constructing or improving bicycle facilities that would connect the proposed project to the existing regional bicycle network and improving the pedestrian network, including the construction of off-site sidewalks to improve

sidewalk coverage and pedestrian access to the surrounding area. However, the implementation of these measures would only reduce the proposed project's residential VMT impact by 1.2 percent. As such, even with implementation of the identified TDM strategies, the proposed project's residential VMT impact would remain significant, with a residential VMT impact of 10.4 percent over the significance threshold. Therefore, the proposed project's VMT impact would be significant and unavoidable, as identified in the Draft EIR. However, it should be noted that VMT does not measure traffic congestion or roadway conditions, as discussed above.

Refer to Response to Comments R-1-2 and L-3-5, above for a discussion of air quality emissions and the mitigation measures prescribed to reduce potential impacts. Overall, even with the implementation of potential VMT reductions required in **Mitigation Measure TRA-1**, VOC emissions would remain above the SCAQMD thresholds. As there are no additional feasible mitigation measures that would reduce project operational-source VOC emissions to a less than significant level proposed project operation would result in a significant and unavoidable impact related to a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard, as identified in the Draft EIR.

However, it should be noted that implementation of the proposed project would not result in any significant impacts associated with greenhouse gas (GHG) emissions, as discussed in Section 4.8, Greenhouse Gas Emissions, of the Draft EIR. As discussed in Section 4.8, the proposed project would be consistent with the land use and growth assumptions underlying the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal 2024) and would implement planned housing growth identified in the City's adopted and California Department of Housing and Community Development (HCD)-certified Housing Element. The project's GHG emissions were quantitatively estimated for both construction and operational phases in accordance with *State CEQA Guidelines* Section 15064.4 and were evaluated in the context of statewide regulatory programs, regional emissions reduction strategies, and project-specific mitigation measures. The CARB 2022 Climate Change Scoping Plan was used as statewide policy guidance to inform the analysis. The City considered the project's overall consistency with statewide and regional emissions reduction trajectories, including implementation of State-mandated housing growth within a CARB-certified regional planning framework. With implementation of **Mitigation Measure GHG-1**, **Mitigation Measure AIR-1**, and **Mitigation Measure TRA-1**, the project's incremental contribution to cumulative GHG emissions would not be cumulatively considerable. Therefore, impacts related to the generation of GHG emissions, either directly or indirectly, and potential conflict with applicable plans, policies, or regulations adopted to reduce greenhouse gas emissions would be less than significant with mitigation.

As summarized above, the Draft EIR adequately analyzed and identified potential impacts associated with air quality emissions, GHG emissions, and transportation (VMT) and identified all feasible mitigation measures to reduce the significant impacts to the greatest extent practicable. Therefore, while air quality and transportation impacts would remain significant and unavoidable, the Draft EIR identifies and prescribes all feasible mitigation measures that would reduce the impact to the extent practicable, as required by CEQA.

Response to Comment I-1-3

This comment claims that the increased VMT associated with implementation of the proposed project would directly result in increased GHG emissions, the degradation of local air quality, increased noise levels, and reduced neighborhood livability, which is inconsistent with the City's long-standing goals of maintaining a safe, stable, and high-quality residential environment.

As previously discussed, implementation of the proposed project would result in a significant and unavoidable VMT impact associated with the proposed residential uses, even with implementation of the VMT reduction strategies provided in **Mitigation Measure TRA-1**. Increased VMT would result in increased GHG emissions and traffic noise and could result in the degradation of local air quality, all of which could impact neighborhood livability. The proposed project's potential impacts associated with GHG emissions, noise, and local air quality are discussed below. Overall, as further discussed below, although the proposed project would result in a significant and unavoidable VMT impact, this would not result in other significant impacts related to GHG emissions, traffic noise, and local air quality that would substantially reduce neighborhood livability.

As discussed above, although implementation of the proposed project would increase GHG emissions during project construction and operation, the proposed project would be consistent with the land use and growth assumptions underlying Connect SoCal 2024 and would implement planned housing growth identified in the City's adopted and HCD-certified Housing Element. Additionally, the City considered the project's overall consistency with statewide and regional emissions reduction trajectories, including implementation of State-mandated housing growth within a CARB-certified regional planning framework. The analysis found that the proposed project would be consistent with all statewide and regional emissions reduction trajectories and would not conflict with CARB's 2022 Scoping Plan as the proposed project would not conflict with the key project attributes provided in the 2022 Scoping Plan related to transportation electrification, VMT reduction, and building decarbonization. Therefore, impacts related to the generation of GHG emissions, either directly or indirectly, and potential conflict with applicable plans, policies, or regulations adopted to reduce greenhouse gas emissions would be less than significant with implementation of **Mitigation Measure GHG-1**, **Mitigation Measure AIR-1**, and **Mitigation Measure TRA-1.** Therefore, implementation of the proposed project would not result in significant GHG emissions that would reduce neighborhood livability.

In addition, as discussed above, implementation of the proposed project would result in a significant and unavoidable impact related to operational air quality emissions, even with implementation of **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1.** These potential impacts have been adequately analyzed and identified in the Draft EIR and all feasible mitigation measures to reduce these impacts to the greatest extent practicable have been identified and prescribed in the Draft EIR, as required by CEQA. However, as discussed in Section 4.3, Air Quality, of the Draft EIR, implementation of the proposed project would not expose sensitive receptors, such as residential uses, to substantial pollutant concentrations with implementation of **Mitigation Measure AIR-2**, which requires use of USEPA Tier 4 Final or cleaner construction equipment if and to the extent commercially available, or the cleanest available technology that is commercially available and feasible to reduce construction-related diesel particulate matter (DPM) emissions at the source. If Tier 4 Final equipment or cleaner construction equipment is not commercially available for a

majority of the construction equipment and the individual development project would be larger than 20 acres, **Mitigation Measure AIR-2** requires the preparation of a project-specific construction health risk assessment (HRA), which may identify additional feasible risk-reduction measures for implementation, as appropriate.

Refer to Response to Comment L-3-4, above for a discussion of the proposed project's anticipated operational public health effects. Overall, as previously discussed, proposed project implementation is not expected to result in any Basin-wide increase in health effects that would reduce neighborhood livability.

The Draft EIR also recognizes that emissions of ozone precursors (VOCs) can contribute to regional exceedances of air quality standards and that such exceedances are associated with increased respiratory and cardiovascular symptoms in sensitive populations. However, the proposed project's emissions are small relative to regional totals and SCAQMD addresses and manages air basin-wide concentrations are addressed through the SCAQMD's Air Quality Management Plan. Further, the precise concentrations at which VOCs would trigger these symptoms for a single project is not currently scientifically feasible. It is also not technically feasible to directly correlate regional emissions to specific localized health public health effects (e.g., the number of asthma cases) from an individual project. Accordingly, the Draft EIR discloses these impacts as significant and unavoidable and includes all feasible mitigation measures to minimize emissions during operation, as discussed above.

Section 4.13, Noise, of the Draft EIR analyzed potential operational traffic noise impacts. As discussed in Section 4.13 of the Draft EIR, the results of this analysis indicate that the increase in noise associated with project-related traffic, comparing existing without project traffic volumes to existing plus project traffic volumes, would be up to 0.3 A-weighted decibel Community Noise Equivalent Level (dBA CNEL) along the analyzed road segments. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Because project-related traffic would not result in a perceptible increase (i.e., 3 dBA or greater) in ambient roadway noise levels, off-site traffic noise impacts would be less than significant, and would not substantially reduce neighborhood livability.

Overall, the Draft EIR adequately analyzed and identified potential impacts associated with air quality emissions, GHG emissions, and noise, disclosed their potential impact on surrounding neighborhoods, and identified all feasible mitigation measures to reduce the significant impacts to the greatest extent practicable, as required by CEQA. Implementation of identified mitigation measures would further the City's long-standing goals of maintaining a safe, stable, and high-quality residential environment while allowing for development of new residential and non-residential uses to help meet the unmet demand for housing in the City and the project vicinity, consistent with the with the City's Housing Element, Regional Housing Needs Allocation (RHNA) requirements, and the voter-approved Specific Plan.

Response to Comment I-1-4

This comment claims that the scale of the proposed project would exceed what the existing circulation network can reasonably absorb without substantial degradation of service levels and community character.

As previously discussed in the Response to Comment I-1-2, transportation impacts under CEQA are to be evaluated based on a project's effect on VMT as opposed to vehicle delay and LOS. Accordingly, the Draft EIR does not consider degradation of LOS as part of the transportation analysis. In addition, the City's Public Works Department has already assessed the potential impacts to transportation infrastructure with implementation of the proposed project and identified a range of infrastructure improvements to ensure that the surrounding roadways would be able to accommodate the additional vehicles associated with operation of the proposed project.

As described in Chapter 3.0, Project Description, of the Draft EIR, the Specific Plan allows a maximum of 1,791 residential units and, for purposes of the environmental review in the Draft EIR, up to 440,000 square feet of non-residential development within the Buildout Area. As discussed in Section 4.1, Aesthetics, of the Draft EIR, this proposed development density within the Buildout Area would be higher than what currently exists. However, the Specific Plan provides specific development standards for residential and mixed-use development, including maximum structure height and setback requirements, which would be applicable to the future development under the proposed project. As provided in Table 3-1 of the Specific Plan, future single-family detached residential structures shall not exceed 35 feet and 2 stories, and future single-family attached residential structures shall not exceed 35 feet and 3 stories. In addition, future senior housing structures shall not exceed 35 feet in height, and future structures within the mixed-use district shall not exceed 75 feet in height.

Existing development in the vicinity of the Buildout Area includes residential and commercial buildings that generally range in height from one to three stories. In addition, some surrounding development, such as the Homewood Suites and the Acadia Apartments located approximately 800 feet south of the Buildout Area, exceed three stories and approach 75 feet in height. As such, the development allowed in the Buildout Area pursuant to the Specific Plan would be consistent with the mass and scale of existing development near the Buildout Area. In addition, future development facilitated by the proposed project would be required to adhere to the development and design guidelines contained in the Specific Plan, including landscaping requirements and those related to size and scale of the future buildings.

Therefore, while the proposed project would change the aesthetic character of the Buildout Area due to an increase in proposed development density, all development pursuant to the Specific Plan would be required to comply with all relevant sustainable design strategies stated or referenced in the Specific Plan and would be required to comply with the design regulations in the City's Zoning Ordinance that relate to scenic quality. Therefore, implementation of the proposed project at the scale proposed would not result in significant impacts related to community character.

Response to Comment I-1-5

This comment claims that the Draft EIR does not adequately analyze a reduced density alternative and requests that the City evaluate and adopt a reduced density alternative consisting of approximately 1,253 units (a 30 percent reduction from the proposed project). This comment also claims that the implementation of a reduced density alternative would reduce VMT and peak-hour traffic volumes, improve intersection performance and reduce cut-through traffic, lower GHG emissions and air quality impacts, and better preserve neighborhood character and quality of life, while still allowing the City to make substantial progress toward meeting its housing obligations.

Refer to Section 2.1.3, Reduced Development Alternative, for the Master Response to comments regarding implementation of a reduced development alternative and associated impacts.

Response to Comment I-1-6

This comment requests that the City revise the proposed project to incorporate a reduced density alternative, revise the Draft EIR to fully analyze a reduced density alternative, incorporate meaningful VMT-reduction strategies and enforceable mitigation, reevaluate the project's consistency with infrastructure capacity and community character, and recirculate the Draft EIR.

As discussed in Section 2.1.2, Reduced Development Alternative above, the Draft EIR included a full analysis of a reduced density alternative (Reduced Density Alternative [30% Reduction]). The Draft EIR also identified and prescribed all feasible mitigation requiring VMT reduction strategies be incorporated into future development of the proposed project (**Mitigation Measure TRA-1**) and included a consistency evaluation related to community character, as discussed above. Further, as noted above, LOS is no longer the standard for evaluating a project's potential impact on transportation, and the Draft EIR included a project-specific VMT Memo. Therefore, the Draft EIR adequately analyzes all potential project impacts and includes all feasible mitigation measures, as necessary and required by CEQA. No revisions to the Draft EIR are necessary and recirculation of the Draft EIR is not required.

Response to Comment I-1-7

This comment provides concluding remarks and summarizes the comments discussed above.

The City acknowledges this comment. Because the comment does not contain any new substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, beyond those provided and responses to above, no further response is required. Refer to Response to Comment I-1-2 through Response to Comment I-1-6, above.

Comment Letter I-2

From: George Pardon
To: Alicia Velasco
Cc: City Council
Subject: Draft EIR for Cypress Town Center and Commons Specific Plan 3.0 Buildout Project
Date: Sunday, April 26, 2026 10:37:26 PM

Dear Planning Director Velasco,

I-2-1

I am writing to convey my concerns with the above referenced EIR.

With traffic already increasing on other streets in Cypress as drivers seek alternatives to Katella Ave, I was alarmed to read that the proposed project anticipates that Vehicle Miles Traveled (VMT) will be 11.6% over the significance threshold. Even with proposed mitigations, VMT would be 10.4% over the significance threshold. This VMT is higher per capita than the County's residential VMT. While the EIR indicates the proposed project's VMT impact would be significant, the EIR also says it is unavoidable although one alternative project proposed would reduce the number of residential units by 30% from almost 1,800 units to 1,253 units. What's interesting is that this reduced scope would be very close to the scope previously approved by residents prior to Measure S. It's unfortunate that this EIR information was not provided before residents were asked to vote on Measure S. It's also unfortunate that a community meeting has not been held by the city to discuss the impacts of this proposed project. Another significant problem with Measure S is that residents were only given the option of putting 676 more units on the race course or 766 more units in the Lincoln Avenue Specific Plan. When asked about options in the business park area, the city simply responded that those businesses weren't interested. The residents were not given the option of 'None of the Above' in Measure S.

I-2-2

Another concern is that this plan continues to refer to the Cypress Town Center yet with this added density, the development of a town center with the retail, restaurants, and entertainment that was proposed in the previous ballot measure is unlikely. Unfortunately, the likely loss of a town center was not mentioned in Measure S.

I-2-3

The scope of this project should be revisited because the Housing Element that added the 676 units to the race course was developed during the Covid-19 pandemic which limited significant public input. The Housing Element states that "Due to the Covid-19 pandemic, all workshops were held virtually through the Webex video conference platform." I also think there would be value in evaluating if there are additional land use alternatives that may have come about since the pandemic.

I-2-4

I believe the best choice would be for the City Council to approve the alternative that reduces the number of residential units by 30%. I understand that if the reduced number of units is approved by the City Council, the State will likely require the units to be zoned somewhere else. If other locations are considered, there is no reason why the only alternative needs to be the Lincoln Avenue Specific Plan as proposed in Measure S. One outstanding option would be the 25-acre Yamaha site on Katella Ave since Yamaha is leaving. The Yamaha site is conveniently located near restaurants and shopping. There are likely more options without considering the race course and Lincoln Avenue as alternatives.

While I know that revisiting the issue of finding an alternative site for the units removed from the race course will likely have some time and financial costs, the ramifications of the traffic in the project as proposed would have long lasting negative impacts on our community. I-2-5

I have reached out to the staff in the Housing and Community Development office in Sacramento and they responded in writing stating that 'cities are able to revise their housing element and sites inventory after adoption, doing so would require a submittal of any draft changes to HCD for review as a new housing element submission for approval.'

I respectfully request that you approve the EIR for this project with the alternative of reducing the number of residential units by 30%.

Sincerely,

George Pardon
37-year Cypress resident

cc: Cypress City Council

2.5.2 GEORGE PARDON

Letter Code: I-2
Date: April 26, 2026

Response to Comment I-2-1

This comment provides introductory remarks and states that the commenter has concerns with implementation of the proposed project.

The City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-2-2

This comment expresses concern over the proposed project's significant and unavoidable VMT impact when there is a Reduced Development Alternative that would reduce the number of residential units by 30 percent. This comment also includes comments related to Measure S.

Refer to Section 2.1.2, Reduced Development Alternative, for the Master Response to comments regarding implementation of a reduced development alternative and associated transportation impacts.

As the remainder of this comment is related to Measure S and not the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-2-3

This comment claims that development of a town center with retail, restaurants, and entertainment, which was proposed in the approved ballot measure, would be unlikely due to the residential density proposed under the project.

The proposed project evaluated in the Draft EIR includes 1,791 residential units and 440,000 square feet of non-residential uses that could occur within the Buildout Area. Although the Specific Plan permits a maximum of 879,170 square feet of non-residential floor area within the Buildout Area, it is anticipated that, based on current and reasonably foreseeable future market conditions, the buildout of the Buildout Area will include substantially less than 879,170 square feet of non-residential development. Therefore, the environmental analyses in the Draft EIR are based on the assumption that only 440,000 square feet of non-residential development will be built within the Buildout Area. This represents approximately 50 percent of the maximum amount of non-residential development permitted in the Specific Plan and is consistent with the provisions of the draft Development Agreement and related planning application being considered by the City as part of the proposed project.

The Draft EIR analyzed the proposed project based on reasonably foreseeable market conditions, including the maximum number of residential units and non-residential square footage that could be developed without requiring an amendment to the Specific Plan or additional environmental

review pursuant to CEQA. Future development within the Buildout Area will be required to comply with the permitted uses and applicable development standards of the Specific Plan. It is also not unusual for development projects of this size and scale to be reduced or modified over time in response to market conditions.

Response to Comment I-2-4

This comment states that the scope of the proposed project should be revisited as the City's Housing Element, which added 676 units to the racecourse property, was developed during the COVID-19 pandemic which limited significant public input.

The proposed project was developed based on the Specific Plan that was approved by the voters of the City of Cypress on November 5, 2024, by the voters of the City of Cypress. As this comment is related to the City's Housing Element and not the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-2-5

This comment recommends that the City Council should approved the Reduced Development Alternative (30% Reduction) described in the Draft EIR. This comment also includes comments related to rezoning other areas of the city for residential development and updating the City's Housing Element.

Refer to Section 2.1.3, Reduced Development Alternative, for the Master Response to comments regarding implementation of a reduced development alternative and associated impacts.

As the remainder of this comment is related to rezoning other areas of the city for residential development and updating the City's Housing Element and not the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Comment Letter I-3

April 29, 2016

Alicia Velasco, Planning Director

RE: Formal Comments on the Environmental Impact Report (EIR) and Vesting Tentative Tract Map for the Los Alamitos Racetrack Project

Dear Ms. Velasco,

I am submitting these formal comments regarding the Environmental Impact Report (EIR) and the proposed Vesting Tentative Tract Map for the Los Alamitos Racetrack development. I-3-1

The project, as currently proposed, appears to raise significant legal and procedural concerns regarding compliance with the Subdivision Map Act (State Law), the City's Specific Plan, the City's Municipal Code, and the City's General Plan. I-3-2

1. Potential Non-Conformance with Gov. Code § 66473.5 and the Specific Plan Government Code § 66473.5 requires that a tentative map be in "substantial conformance" with the applicable Specific Plan. The voter-approved Specific Plan explicitly "envisions" a network of dedicated pedestrian and bicycle trails to ensure connectivity between neighborhoods, parks, and the town center (see Specific Plan Pages 1-1, 1-6, 2-1, 2-4, 6-3, and 6-4).

The current Vesting Tentative Map removes these dedicated off-street trails entirely, replacing them with vague references to on-street facilities or leaving the connectivity undefined. This discrepancy raises serious questions as to whether the map meets the statutory requirement of substantial conformance. A map that omits a core component of the governing Specific Plan may not be considered in substantial conformance.

Furthermore, the VMT analysis states that the project is 'assumed' to include only 'approximately 1 mile' of on-street bicycle facilities to achieve a 0.1% VMT reduction. This admission highlights a potential flaw in the project's consistency: the developer may be using minimal on-street lanes to satisfy CEQA/VMT requirements while omitting the “envisioned” trail system stated within the Specific Plan. Who knows? Who can tell from this statetment? I-3-3

If the project relies solely on on-street lanes to meet VMT mitigation, how can the City certify that the project is in 'substantial conformance' with the Specific Plan, which discusses a 'trail system' for 'exercise and casual enjoyment' distinct from street traffic? Does the City consider on-street bike lanes a valid substitute for the dedicated trail easements that one could envision in the Specific Plan, and if so, on what legal basis? What about sidewalks for pedestrian trails? Why are their no cross section of said facilities? Do the subsequent developers flexibility to design what it wants take priority over the public’s right to know?

2. Potential Non-Compliance with Municipal Code § 25-57 and the Subdivision Map Act Under the Subdivision Map Act, a Vesting Tentative Map is a privileged status that requires strict adherence to local ordinances. City Municipal Code § 25-57(d) explicitly lists nine (9) distinct categories of engineering information that must be submitted for a Vesting Map, including certified drawings for streets, drainage, grading, utilities, etc... I-3-4

The current EIR submission includes only a partial depiction (Figure 3.5) and appears to lack the full suite of certified engineering drawings required by § 25-57(d). Specifically, the public record appears

to lack the certified engineering drawings for street locations, widths, and alignments required by § 25-57(d)(6), as well as the supporting data for the other eight categories.

Because the City has not made the full engineering package available for public review, and because the EIR does not demonstrate that these mandatory submissions have been received and verified, it is unclear whether the City can legally determine that the map is in substantial conformance with the ordinance. Is the submitted application in compliance with all the requirements of

Furthermore, if the City intends to proceed without these submissions, § 25-57(e) requires a written finding based on "substantial evidence" that such information is "unnecessary, duplicative, or inapplicable." Given that the Specific Plan envisions a complex trail and street network, it appears legally difficult to claim that engineering drawings for these features are "unnecessary." The absence of these drawings in the public record creates a presumption that the map is incomplete and non-compliant.

I-3-4 cont.

Given these discoveries, is the application in compliance with “Article II: Division of Land by Tract Map" and "Article IX: Vesting Tentative Map” of the municipal code?

3. Potential Violation of CEQA Guidelines § 15126.2 CEQA Guidelines § 15126.2 requires that an EIR provide an accurate, stable, and finite description of the project. The Specific Plan describes a project with a dedicated trail system. The current EIR describes a project with only on-street bike routes or "assumed" facilities, failing to analyze the environmental impacts of removing the dedicated trail system.

I-3-5

By describing a project that differs materially from the Specific Plan and omitting the required engineering details, the EIR may fail to provide the public and decision-makers with an accurate description of the project. This omission could render the EIR legally inadequate under CEQA.

4. Reliance on Outdated General Plan Circulation Element The City's General Plan Circulation Element was adopted on September 10, 2001, and contains build-out tables projecting Level of Service metrics to 2020. State law has since changed to require Vehicle Miles Traveled (VMT) analysis, yet the Circulation Element has not been updated to reflect these requirements.

I-3-6

The EIR includes a VMT analysis, but it relies on an outdated Circulation Element that contains obsolete Level of Service standards and missing exhibits. This creates a fundamental inconsistency: the EIR analyzes the project using current state standards while the governing General Plan uses 25-year-old metrics. Additionally, the Traffic Study referenced in the EIR is posted separately from the EIR itself, with bike lane recommendations marked as "for informational purposes" only, meaning they may not carry binding weight.

I-3-7

5. Circulation Connectivity and Infrastructure Efficiency Vessels Street currently terminates at Moody Street. Extending Vessels westward through the development would connect to Enterprise Drive (which runs north-south) and ultimately terminate into Lexington Avenue, a through street that runs north-south. This connection is not included in the proposed map.

I-3-8

This raises significant concerns regarding the efficiency of public infrastructure and circulation planning. A public street that terminates at Moody instead of extending to Lexington may miss an opportunity to create a through connection that would improve traffic distribution and provide alternative routes for pedestrians and cyclists. If the intention was for this corridor to remain disconnected, there should be a documented rationale explaining why a through street was not

prioritized, particularly given the General Plan's stated goals of facilitating movement and alternative transportation.

Furthermore, this potential connection would provide needed relief from residents who traveling eastward on Katella Avenue, can not make a left turn northward on Enterprise Drive. I-3-8 cont.

Not only does east – west connection provide relief, does it also not provide redundancy for ambulance, fire and police to access the development? Was any of this studied as part of the EIR and would this east – west connection enhance the public health, safety and welfare?

6. Lack of Access to the Actual Vesting Tentative Map The public record currently includes only a small, low-resolution image of the map labeled "Figure 3.5" within the EIR. The actual Vesting Tentative Tract Map—the legal document that defines the project's boundaries, easements, and dedications—is not provided as a separate, accessible PDF or physical document.

It appears procedurally improper to treat the Vesting Map as a mere "exhibit" within a larger report. The Vesting Map is the primary legal instrument of the project. Hiding the actual map behind a small figure may prevent the public from verifying easement widths, lot dimensions, and connectivity points. If the actual map is buried in a separate study or engineering file, the City may be failing to provide the public with the ability to inspect the very document that grants the developer their vested rights. I-3-9

Given these discoveries, is the application and map in compliance with “Article II: Division of Land by Tract Map" and "Article IX: Vesting Tentative Map” of the municipal code?

Request for Action and Required Responses

Before certifying the EIR or recommending approval of the Vesting Tentative Map, the City should ensure the project is conditioned to include the dedicated pedestrian and bicycle trails and the required engineering drawings. Approving this project without these elements could result in violations of state law, the Specific Plan, local ordinance, and the General Plan. I-3-10

To ensure the administrative record is complete, I request written responses to the following questions in the Staff Report and Final EIR:

1. **Substantial Conformance:** On what specific legal or factual basis does the City conclude that a tentative map lacking the dedicated trail easements mandated by the Specific Plan is in "substantial conformance" with Gov. Code § 66473.5? I-3-11

2. **Completeness of Submission:** The Municipal Code § 25-57(d) requires nine specific categories of engineering data for a Vesting Map. The current EIR only displays a partial figure (Figure 3.5). Can the City confirm in writing that the full set of certified engineering drawings for all nine categories has been submitted, accepted as complete, and is available for public inspection? If not, on what basis is the map being processed as a Vesting Map? I-3-12

3. **Waiver Validity:** If any of the nine required engineering categories are missing from the submission, where is the written finding required by § 25-57(e) stating that such information is "unnecessary, duplicative, or inapplicable" and that waiving it will not hamper prudent public policy? I-3-13

Also regarding any deviations from the code or the Specific Plan, is there any documentation that the developer has requested any item under § 25-61, 25-62 or Specific Plan Section 2.2.5 Alternative Street Sections? If so, what are they, what was the result and why was not any of this disclosed to the I-3-14

publc on the website or in the EIR? How will any of these be covered in the agenda report? Also, given § 25-61 could involve the process of changing the Specific Plan, does a change to the Specific Plan require a vote of the people or can it be changed within the authority of the City Council and municipal code? I-3-14 cont.

4. **CEQA Description:** How does the EIR satisfy the requirement of § 15126.2 to provide an "accurate" description of the project when it omits the dedicated trail system and the required street cross-sections? I-3-15

5. **Future Certainty:** If the City approves this map without dedicated trail easements and engineering drawings, what specific legal mechanism exists to guarantee that future developers of the 11 lots will dedicate the necessary land for trails, given that the Specific Plan requires them? I-3-16

6. **General Plan Consistency:** How does the EIR ensure consistency with the General Plan Circulation Element when that Element was adopted in 2001, contains build-out projections to 2020, and has not been updated to reflect current VMT requirements? I-3-17

7. **Traffic Study Binding Status:** The Traffic Study is posted separately from the EIR and marks bike lane recommendations as "for informational purposes." What binding conditions will be placed on the map to ensure the bike lane widths, buffers, and intersection treatments identified in the Traffic Study are actually constructed? I-3-18

8. **Street Connectivity Rationale:** Vessels Street terminates at Moody Street but could extend westward to connect to Enterprise Drive and ultimately Lexington Avenue, a through street. What is the City's justification for not requiring this through connection, and how does this decision align with the General Plan's circulation goals of facilitating movement and alternative transportation? Was the connection studied related to improving potential public health, safety and welfare? How would the connection improve or degrade traffic patterns with regards to the existing senior development on Katella Avenue including not only turning movements but pedestrian and bike mobility? I-3-19

9. **Map Accessibility and Certification:** Where is the actual, certified Vesting Tentative Tract Map located in the public record? Why was it not provided as a standalone, high-resolution PDF document? If the map is buried in a separate study or engineering file, please provide a direct link or location for immediate public access to the full map, including all easements and lot lines, to allow for meaningful public review. Given issues raised in this letter, what items in the development application and map are not in compliance or have been waived and under what authority with “Article II: Division of Land by Tract Map" and "Article IX: Vesting Tentative Map” of the municipal code? I-3-20

10. **Development Agreement** - Page 3-23 of the EIR mentions the developer is seeking approval of the Vesting Map and a Development Agreement pursuant to Section 65864 et seq. of the California Government Code. Will the public have access to evaluate the development agreement or at least a draft prior to the approval meeting by City Council? What is anticipated to be in the development agreement regarding any trails? I-3-21

11. **Attached Letter to City Council** – I have attached the letter I sent to the City Manager and City Council. Please review and answer all the questions posed in the attached letter. They are usually denoted with bullet points. I-3-22

I expect and request these comments to be included in the official administrative record and for these specific legal and factual questions to be addressed in the Staff Report and the City's findings prior to any vote on the EIR certification or more importantly any subsequent approval of the Vesting Tentative Map. I-3-23

Sincerely,

Concerned Bike Rider

Attachment – 4/28/26 Letter to City Manager and City Council

April 28, 2026

Subject: Where are the trails for bikes and pedestrians? Call to Action to City Council.

Dear City Council and City Manager,

A bit about me. I have been riding bikes for years. I still remember when the original ballot measure for this property first came around. Someone approached me outside a local store asking me to sign the petition to get it on the ballot. At the time, there was a buzz about what the development would include for the public. What really stood out in the initial plan, aside from the generous donation for the soccer park, was the mention of trails and greenways for both bikes and pedestrians. I ride three bikes myself: a cross/city bike, a beach cruiser, and a pedal-assist e-bike. Those trails matter to me. On top of that, I have had a bad scare riding near traffic where a vehicle got too close, almost running me off the road. That experience made me even more aware of how important safe bike infrastructure is.

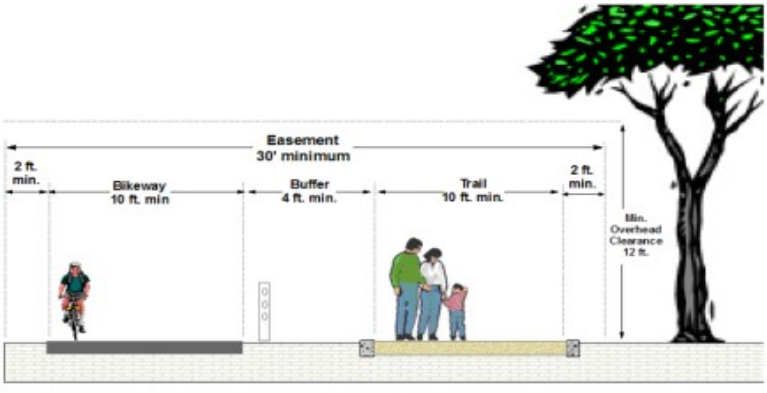
I recently saw on a local blog/Facebook posts that the Environmental Impact Report (EIR) for the Los Alamitos Racetrack is out for comment so I took a look. Having worked in the development area, I knew I needed to dig deeper once I started reading the EIR. It is a huge document and a huge project. Some of the attached appendix are huge. I reached out to my network including consultants and city staff from different cities in the LA area, to help me better understand the project and the documents. Based on that combined perspective, here are my "pro bono publico" comments to the City Council, the City Manager, and the Orange County Bicycle Coalition.

I-3-24

This letter will be a frank discussion on the development and a plea for action by the City Council. I apologize if I have misinterpreted anything or got something wrong; going through this process to research bike and pedestrian trails was difficult. There was not one exhibit/map in the EIR providing any certainty. Just imagine what the average person would encounter. It became a learning experience for me to go through it.

I will write a separate letter with my formal comments to the EIR, addressed directly to the Planning Director as noted on in the EIR, to preserve rights and ensure answers are provided as required by law. In my experience, responses to comments are often too formal, filled with planning jargon and developer legalese, and would rarely lead to the outcome I hope for. I am not trying to stop the project, but rather to ensure it includes with certainty what was claimed in the Specific Plan. That is where the City Council comes in, as I will explain.

As my subject line asks: Where are the trails & greenways?



Cross Section from another city's Circulation Element



Touted "Greenway" in a Southern California City

Before City Council approves this project, I believe there must be certainty regarding the size, dimensions, and characteristics of any trails on the private lots. After reviewing the EIR, my general opinion for the City Council is twofold: (1) the proposed development may not meet the requirements of the voter-approved Specific Plan, and (2) the proposed development may not meet the requirements of the city code for a Vesting Tentative Map.

I-3-25

Everything comes down to this one question. Simply put, do you believe sidewalks and painted street bike lanes on the streets are "trails" as written in the Specific Plan approved by the voters or do you see trails as off-road, separate and with certain definable characteristics?

Proposed Development Does Not Meet the Requirements of the Voter-Approved Specific Plan

First, a simple word search of the Specific Plan reveals the following (bold added):

1. Page 1-1 states, *"**Trails and greenways** are envisioned to connect the neighborhoods and provide pedestrian and bike routes to the public parks and town center."*

2. Page 1-6 notes, *"This Specific Plan places a strong emphasis on wellness in that active recreation opportunities are integrated into the land use districts. **A trail system** is envisioned within the residential and public park districts affording residents and visitors opportunities to **walk, jog, run, bike for exercise or simply for casual enjoyment, and will provide convenient access** to the public parks, theaters, shopping, dining, and workplaces."*

I-3-26

3. Page 2-1 says, *"**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."*

4. Page 2-4 mentions, *"The Residential District includes approximately 73.6 acres of land and is intended to accommodate a variety of 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."*

5. Page 6-3 adds, *"**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."*

6. Page 6-4 states, *"**Greenways and pedestrian and biking trails** are envisioned to facilitate alternative modes of transportation by connecting the Residential District to the central public park and town center and the Senior Housing/Medium-Density Residential District to the western public park. In addition, the Town Center District is envisioned as a pedestrian-friendly entertainment and retail destination, designed for patrons to stroll by the various businesses."*

On six different pages, the term "trails" is explicitly mentioned to allow both pedestrians and bikes to connect to other areas of the development. Yet there is not a single trail delineated on any of the private parcels within the EIR. The discussion on bikes seems to be completely absent in the EIR except on page 4.17-15, where it states, *"the proposed project is assumed to include the addition of approximately 1 mile of bicycle facilities, connecting to the existing bicycle network."*

I-3-26 cont.

If this "trail" language winds up being just painted bike lanes on the arterial streets of Moody and Vessels, then the specific language is so vague and ambiguous it rises to the level of "puffery," as they say in advertising. If it can mean anything, it means nothing. It shouldn't. We all should know what a "reasonable, rational" person thinks when someone says "trail." The Specific Plan says, "A trail system is envisioned within the residential… district."



Attached is a picture from another city's circulation element which I believe displays what people think of as a "trail."

It seems improbable to have any type of trail connectivity or congruity if there are not at least drawn lines and easements for the trails on the subdivision map for the development of 134 acres over 11 or so lots that are going to be further subdivided. There are no cross sections or guidelines for the dimensions of the trails. If the developer's plan is to have subsequent developers propose a plan later, the city may end up with a mish-mash.

I-3-27

- For instance, how does Lot 2's trail connect with anything through Lot 3 and Lot 4? Are we to guess? Will there be none?

Furthermore, pages 10 through 13 of the VMT analysis talk about sidewalks and and what I assume are on-street bike routes.

- So are we believe that all the language regarding trails for pedestrians are nothing more than residential concrete sidewalk?

I-3-28

On page 11 of the VMT analysis, Provide Pedestrian Network Improvement talks about sidewalk.

I-3-29

- Does that mean all the sidewalks in the the city are trails under the Specific Plan language interpretation?

Imagine bragging to your City Council colleagues in other cities that your city has so many pedestrian trails and their reaction when you tell him you count sidewalk as a pedestrian trail. Again, a cross simple cross section would clear this up because there is a big difference between a five foot sidewalk adjacent to a curb and an eight foot meandering sidewalk within a large parkway/greenway area. The Specific Plan mentions “greenways” which is not defined within the plan. I-3-29 cont.

- Are we to assume, since there is no definition, a “greenway” can be a road that is painted green?

I bring up this as another sarcastic example up simply to reinforce that when words are not defined their basic and simple meaning should be used. Also, in the specific plan, the “greenway” term is always used with “trails,” thereby reinforcing the voter’s potential image of the graphic presented above. More specifically in the Specific Plan “*Greenways and pedestrian and biking trails”* conjures up this exact image. I-3-30

The VMT analysis seems to admit that the project's 'bicycle facility' mitigation is merely 'assumed' to include 'approximately 1 mile' of on-street lanes (Class II/III). This may confirm the developer's strategy: they are relying on on-street bike lanes to satisfy state VMT reduction requirements, while completely ignoring or potentially over generally interpreting the voter-approved Specific Plan's envisioning of a 'trail system' within the residential districts. Also, there is not even an attempt at a breakdown the mileage of Class II vs Class III that I found. I have provided a drawing below for what is a Class II versus Class III bike lanes. The City’s own project along Cerritos Avenue has an off road trail component. Riding in Class III bike lanes is mostly used for existing streets where right of way acquisition is expensive or not feasible and not for design for new bike routes when the right of way does not exist yet. I-3-31

- Would most people think about riding in Class III lanes <u>with vehicles</u> in traffic lane for *“simply casual enjoyment”* as mentioned in the Specific Plan? Would the City Council? Would they want to take their children for a casual ride in the traffic lane? How about Seniors? Does that feel like a setting where these groups can have casual enjoyment?

- Class II Bikeway (Bike Lane): A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility can include a buffered space between the bike lane and vehicle lane (referred to as a buffered bike lane). This type of bike lane clan can also be adjacent to on-street parking.



- Class III Bikeway (Bike Route): A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be augmented using shared-lane markings (also known as sharrows). An enhanced bike route, known as a Bicycle Boulevard (typically on lower volume arterials), can include traffic calming treatments to slow down vehicles.



Screenshot from another city's Circulation Element

The Specific Plan discusses trails, envisioning a network for 'walk, jog, run, bike for exercise.' By substituting on-street lanes for off-street trails, the project seems to fail to deliver the 'wellness' and 'safe connectivity' promised to voters. The 0.1% VMT reduction cited in the analysis could have been improved by including the very off-street trail network that the Specific Plan talked about for public safety and recreation. This does not seem to be compliance; but rather a substitution of a lower standard for a higher one alluded to in the Specific Plan.

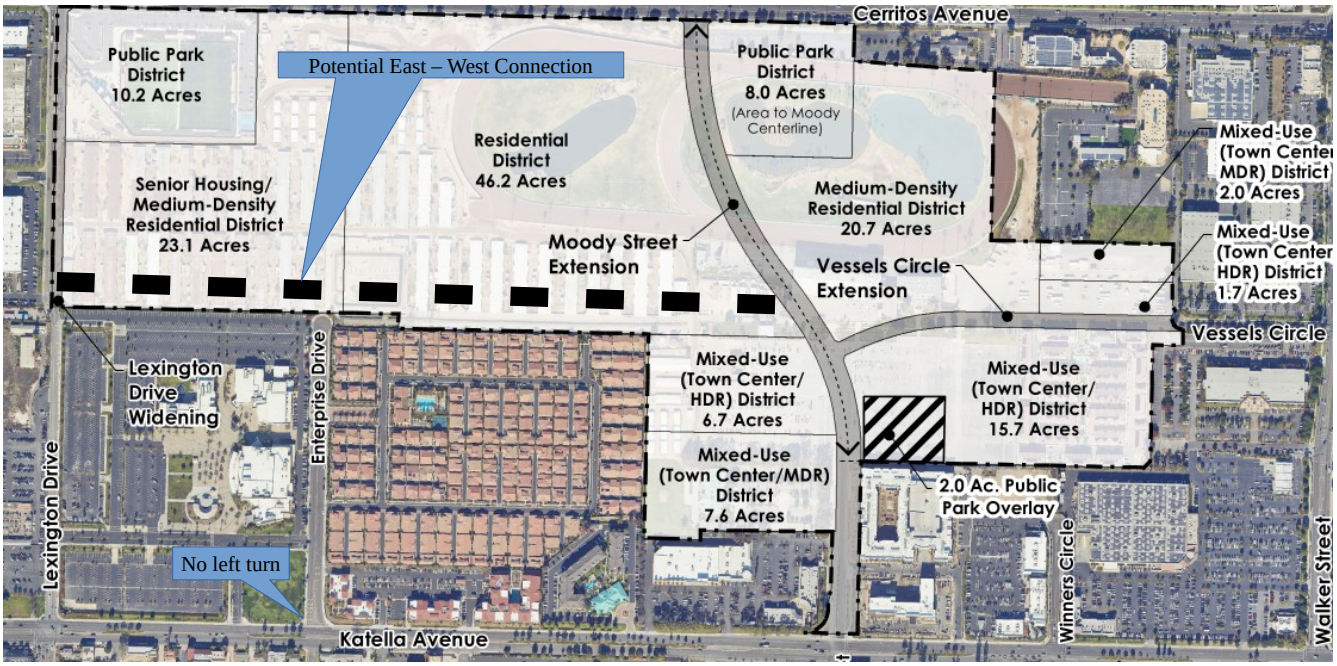
- How can these on street sidewalks and ride in the travel lane bike routes even meet the intent of the language of the Specific Plan as compared to off-road trails?

I-3-31 cont.

The mitigation measure regarding bike lanes mentions a development agreement (Development Agreement pursuant to Section 65864 et seq. of the California Government Code.) and on page 3-23 of the EIR as part of the approval.

- Will the public have access to evaluate the Development Agreement prior to the approval meeting?
- Will it be enough time to review?

I-3-32



Dashed Line Represents East-West Public Road Connection from Lexington Drive – Connecting to Enterprise then going eastward to Moody Street.

I-3-33

Vessels Street Extension to Lexington

When I was thinking about how to put trails in, it seems obvious to at least me there should be a through east-west trail, and then thought why isn't there a public through street. I did not find any reference in the documents and am quite perplexed why there is not this public street that continues Vessels west to connect with Enterprise Drive and ultimately Lexington Avenue. There doesn't seem to be a point of the city having a public street at Enterprise Drive if it was not going to connect with something going east, west or both. It seems a waste of a public road that the city has to maintain which could have been a private drive and stayed with the adjacent properties.

- More importantly, would another east – west connection provide redundancy for medical, fire and police to get to an emergency? Were these options present to OCFA, Police, Ambulance regarding if they would improve safety?
- Wouldn't this be a logical place to put an off road "g*reenway and pedestrian and biking trail"* adjacent to the this roadway?

Also, once you plot east – west connection on a map (see the dashed line above), it appears to solve the problem I have heard about from the recently built 55 and over community who can not make a left at Enterprise Drive from eastbound Katella Avenue.

- Does this connection alleviate the issue experience by the the Senior Community on Katella Avenue adjacent to Enterprise?

I have heard and read about complaints that they have to make the u-turn at Siboney Street. That District 4 council member (Mayor Madrano) should be very interested in this for the potential of his existing constituents to make a left at Lexington Drive, then a right eastward at this extension then right

southward on Enterprise Drive. It would also enable these residents to access this new development without creating longer trips on Katella Avenue which could reduce vehicle miles especially if it includes a trail. If I lived or moved there one day, I would surely want one.

- Why was east-west connection not studied regarding traffic operations, increased usage of bikes and pedestrians and public safety redundancy and efficacy?

I-3-33 cont.

Before it is brought up that this was not within the Specific Plan, Moody Street going through was not in the Specific Plan either. The Specific Plan, as well as the Subdivision Map Process, both allow modification to infrastructure.

Note the east – west connection depicted by the "dashed" line in the figure could be placed more northerly away from the existing Senior Development in case northerly houses objected but then Enterprise Drive would need to be extended northward to intersect.

I-3-34

Given that the EIR states that **'the Transportation (residential vehicle miles traveled [VMT]) would remain significant and unavoidable,'** and this public street could contribute to a reduction in vehicle miles traveled, especially if an off-road trail is included, this issue should be resolved. Regardless, a public east-west connection seems a straightforward solution from a 'traffic operations' standpoint, as it mitigates an existing access problem. This should be addressed now prior to approval or as part of the approval of the subdivision map.

I-3-35

Tentative Map Figure in the EIR

The following really gets to me. Even the figure for the Tentative Map does not provide street cross sections, either on the public streets or the private lots, so the public has no way of knowing whether these streets will be able to handle off-road trails. I can safely assume the proposed public streets won't fit an off-road trail within the right-of-way on either Moody or Vessels. Section 2.2.5 of the Specific Plan says the streets shall be designed in conformance "with the Circulation Element of the City's General Plan and the City of Cypress Standard Plans." A major street needs to be 120 feet wide, and a primary street needs to be 100 feet wide. Any deviation from standards should be clearly identified. An off road trail can not fit within those types of right of way irregardless. I will address the Vesting Tentative Tract Map exhibit later, which does not seem to be the actual map. From my search of the document, only Figure 3.5 is listed as the Vesting Map in the table of contents. There is no appendix document labeled as the Vesting Map either. This is disconcerting from a transparency viewpoint.

I-3-36

The Time is Now for Bike Planning

Bike planning should be done now. It should not be piece by piece. Later does not suffice and this does not seem that hard. One could easily create a loop trail that goes along the perimeter of most of the 134 acres that connects to the new and existing public streets. I hesitate to draw one but easily could and I bet so could the public.

There are myriad ways you could show concepts as well as cross sections. This was not done within the EIR, nor is it shown as a dedication on the Vesting Map. It's now making me think why it wasn't done in the Specific Plan.

Future developers that buy any of the lots should know what potential land they will need to dedicate, and it should be a requirement of this map. Figure 3.5 (Vesting Map) has no easement or dedications between parcels for access either by road or for bike and pedestrians. Side note, lot 10 appears to be "landlocked" and it should be described directly on the map how it has access *"25-12 c All lots created*

by the division of land, whether by tract or parcel map, shall have frontage or approved access to a dedicated public street or highway."

- Does this process maximize land value for the existing owners by "passing the buck" of where trails will go to the next developer and the city to figure out? If not, how will the public have confidence of where the trails and connection points will be if not on the map now?
- Or are they not just going to build any off-road trails at all?
- Will the city even have the power to force adequate dedications on future developers if this ambiguity is kept the same?
- What safeguards are in place in case all the subsequent developments propose private streets and gates (like those on the Senior Development on Katella Avenue) that there will still be through access for visitors? It appears the provided map provides no safeguards. Each parcel could deny access through the other parcel thereby negating any talk of a connecting "trails and greenways" network in the Specific Plan. I-3-36 cont.

I believe the city has a rational and reasonable nexus to determine the size and scope of the bike and pedestrian trail system ("trails and greenways") now, with the adoption of this map, given its powers under the Subdivision Map Act and the language of the Specific Plan. I encourage this new City Council to reread the above-cited paragraphs from the Specific Plan regarding trails. Picture in your mind what the paragraphs with "trails and greenways" conjured for you and what you think the public thought it meant when they voted.

If an argument is made that the developer cannot plan for it now, the same argument could have been made for the proposed arterial street system. They are dedications. They can be changed.

- If a dedicated trail on the Vesting Map does not work for a subsequent development, could not the subsequent developer propose an alternative location while keeping the same cross section on their subdivision map with the same connectivity points?

Having the trail on the Vesting Map now would seem to put the city in a more advantageous position and keep the integrity and connectivity of any multi-parcel trail.

Lastly, the new City Council should be aware that this developer funded Voter Approved Initiative DID NOT require an environmental analysis. My understanding is the city did not draft the Specific Plan and it has never been evaluated from an environmental and practical perspective. Lastly, Specific Plans can be changed and that is always an option for the developer or the city. See "§ 25-61Development inconsistent with zoning;" conditional approval for if the developer wants to change the specific plan during this process. I do not believe the city can change a specific plan unless the application is no longer active. I-3-37

Also, it begs the following questions.

- Isn't this the first time this development, as well as the items in the Specific Plan, are being evaluated from an environmental (EIR) and practical perspective?
- Does an actual change to the Specific Plan, not authorized within its framework, need to go to the voters or are they now under the authority of the City Council? I-3-38
- Assuming the Vesting Map is approved without changes to the Specific Plan, are subsequent developers who purchase the lots and submit new subdivision maps also 'grandfathered' under I-3-39

that Specific Plan? If so, is there a time limit on this protection, or can the City change the Specific Plan later, forcing subsequent developers to comply with the new rules?

I-3-39 cont.

The latter question is important, because actions could potentially “tie the hands” of future City Council or public initiated measures depending on the answer.

Vesting Tentative Subdivision Map

The developer did not submit a regular Tentative Tract Map. Instead, they submitted a Vesting Map. This requires them to do everything they would have done with a Tentative Map (Section 25-10, subsections (e)(1-14) and (f)(1-4)) and then meet additional requirements to obtain a Vesting Map (Section 25-57, Filing and Processing). If all these code sections are complicated, think of how some of the general public feels reading them to ascertain what the rules are for this development.

My understanding is that a Vesting Tentative Subdivision Map holds significant value for a developer because it locks in their rights. In exchange, cities typically enforce code requirements that push work normally done at the building permit stage to happen much earlier. This should include completed street construction plans as well as dedications shown on the map. If those were done, the public would know exactly where the trail connectivity is supposed to go for all the parcels. The developer could have submitted a regular Tentative Subdivision Map that does not have these requirements, though it can be argued that even those requirements demand showing the dedications on the map (Section 25-10, subsections (e)(10 & 14)).

Your municipal code is very specific about this for Vesting Maps. Section 25-57, subsection (d)(6) explicitly requires for streets:

> *"Certified, engineering drawings showing the location, widths, and horizontal and vertical alignments of all public and private streets and alleys within and adjacent to the boundaries of the vesting tentative map site."*

I-3-40

My assumption, based on the map I saw within the EIR, is that these have not been prepared. Furthermore, the code is equally specific about how any of the nine categories (Section 25-57, subsection (d)(1-9)) can be waived. Any waiver requires written findings based on "substantial evidence" proving the information is "unnecessary, duplicative, and inapplicable." The code further states that prudent public policy and decision-making will not be hampered by such a waiver. In my opinion, delaying trail planning and withholding detailed cross-sections **is the exact opposite of prudent planning**.

The code states in its entirety:

> *"(e) Should the information required in subsection (d) above be deemed unnecessary, duplicative, or inapplicable to a particular development proposal for which a vesting tentative map is sought to be filed, the city's director of public works/city engineer shall have the authority to waive said informational requirement upon a written finding that said informational requirement is unnecessary, duplicative, or inapplicable to a particular development proposal. Said written finding shall be based on substantial evidence and include a statement that the public health, safety, or welfare will not be placed in jeopardy or danger and that prudent public policy and decision-making will not be hampered by the waiving of said informational requirement."*

I am assuming the city has Vesting Map requirements in the municipal code for a good reason all these years. Not adhering to them for this large development seems like forcing a square peg into a round

hole. If neither the regular tentative map or vesting map code ordinances addressed what the developer was trying to accomplish given their concept, they could have petitioned the city to make changes to its subdivision ordinance prior to submittal of their application. This begs another question why is the City even granting a Vesting map. Ask the City Attorney to specifically state on record to the public, what advantages or specific legal rights do the developers gain from having a vesting map and why would the city bend on these rules.

I am certain there is tremendous interest in purchasing these parcels when they become available. I am betting the developer could sell the land outright as it is currently configured and develop under one master development. I am also betting that it would not provide the maximum amount for the land sold. For curiosity, council members could ask what ballpark percentage value does that increase the parcels they will now be selling or developing? What is the average cost per acre of this land expected in the sale if a vesting map were approved? Ask any developer who may want to buy the property. From my recollection and research, didn't William Lyon Homes, Shea Properties and Melia Homes all develop properties around the site?

There needs to be transparency regarding the Vesting Map as well as the development meeting all the requirements in "Article II: Division of Land by Tract Map" and "Article IX: Vesting Tentative Map." This should be addressed in any report to the City Council as it would be beneficial to the public to have this information on the website so the public can confirm exactly what code or rules or rules are being waived, set aside, or modified for this development.

Back to what got me started in the first place to this tremendous effort. It is hard to believe that Figure 3.5, labeled "Vesting Tentative Tract No. 19247," is the actual submittal to the city; it appears to be merely a snippet or depiction. Maybe I am wrong but it doesn't even have street widths, lot dimensions, lot classification.... Clearly the map is missing pages or something since it contains cross sections that are labeled (A-A) through (K-K). Took me a while to find, but see the City's Checklist for Vesting Maps for a complete checklist of what is required and compare to what is missing. The checklist matches what is in the code. Here is a Tentative Map from your agenda system that went to City Council for approval for a 45 unit residential development on Orange Avenue for comparison. Note the difference between what goes to Council for approval and what is shown in this figure. The linked map has a stamp. My recollection is the City of Irvine requires all tentative maps to be stamped by a licensed civil engineer. I-3-40 cont.

The lack of this document is frustrating and I can not think of a reason why it is not a separate attachment clearly called out by name. This would seem to deprive the public the ability to evaluate the project.

While I could file a Public Records Act request to obtain the full developer submittal of the complete Vesting Map if I am correct, the right thing to do is for the city to post the complete documents on its website for public review and transparency.

I also assume there has to be some type of documentation the city uses to deem an application complete in compliance with code Section 25-57 and other related sections.

Questions:

- Why is the city granting a Vesting Map if it does not meet many or most of the requirements?
- Does the proposed Vesting Map meet all the requirements of Article I and IX in the municipal code?

- Where is the Vesting Map and why has it not been posted publicly as part of this EIR in a location as a separate attachment that is readily apparent to the reader?
- Also, if this map involves infrastructure which it does, shouldn't it be stamped by a Licensed Professional Engineer who prepared pursuant to Business and Professions Code section 6735? This question assumes that the figure is the map.
- How can the EIR be effectively evaluated by the public as a project if the most important project document, the actual Vesting Tentative Map is not attached? Is this good practice or even legal? Does the EIR need to be recirculated again due to this?
- When was the Vesting Map application was first submitted? When was the application deemed complete, or was it ever deemed complete? If so by whom, and where is the documentation?

I-3-40 cont.

My understanding from the EIR, the project is the Vesting Tentative Map. The developer is also asking for approval of a development agreement. These are what you will be approving. Ask your City Attorney if you can approve a Subdivision Map that does not comply with all its local ordinances.

2001 Cypress General Plan

As background, the Circulation Element states: *"The circulation plan is developed to meet present and future travel demand throughout the City. This Element is a general guide for the planning, development, and enhancement of the City of Cypress circulation system, based on existing and anticipated land uses."*

In a later section of this letter, I will discuss how I believe the General Plan appears to be way past its time to be updated now going on its 25th year. Even the traffic services level projections only went to 2020.

I searched for goals within the Circulation Element to compare against the development for consistency. I found three that I believe are relevant specifically to this project with regards to bikes.

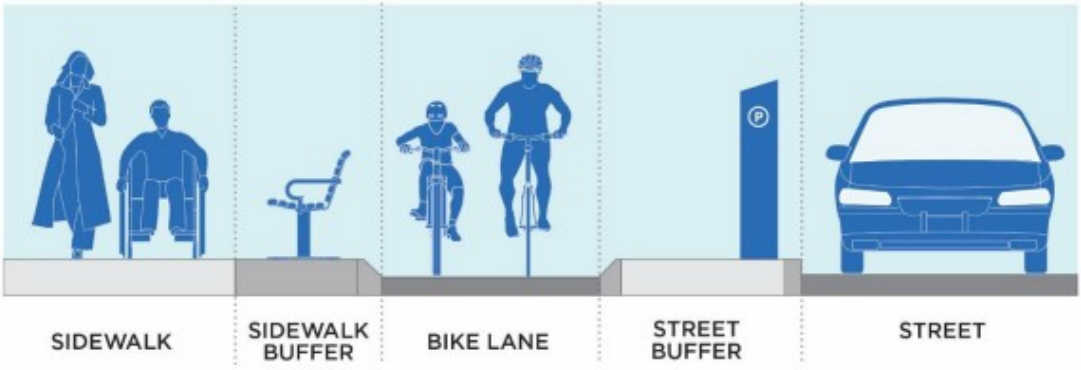
> *"CIR-1.5: The City of Cypress will continue involvement in plans and programs related to the Circulation Element. This involvement is anticipated to result in traffic studies to be undertaken by City staff, to identify specific circulation programs and improvements to be implemented, in order to satisfy the various related programs."*
>
> *"CIR-2: To facilitate alternative modes of transportation, including public transportation, bicycles, ridesharing, and pedestrians, to support the land use plans and related transportation needs."*
>
> *"CIR-2.4: Encourage development and site design which facilitate implementation of high quality, desirable bicycle routes which meet or exceed established standards."*

I-3-41

Pay particular attention that the goal and policy is to "meet or exceed standards." Again, there is a canvas of 134 acres, yet there is not one designated off-road trail delineated anywhere on any of the parcels. The City Council has the ultimate authority here to direct public policy and condition the map with a trail system it believes is adequate within the law.

- Where has the City undertaken any study to examine bicycle movement overall and especially within the development (CIR-2)?

- While there was much talk in the voter-approved Specific Plan about "envisioning" trails, where is any documentation that the city possesses regarding any of this so called “envisioning” plans from the developer?



I-3-41 cont.

Under additional considerations, I talk about how General Plan way overdue for a complete overhaul including its Circulation Element. Here above is a concept of complete streets from another update Circulation Element that could be applied on the Moody Extension. It is assumed it would require additional right of way from what the developer is proposing to provide a street buffer between the bike lane and the sidewalks. When such a large tract is developing, these are some of the few times a city can achieve this with out expensive right of way acquisition. Something else for the Council to consider in addition to the trails. This street buffer would have also prevented my near miss where a vehicle almost took me out.

I-3-42

- Is the City settling for less safety without barrier or separation on the on-street bike routes instead of adopting a complete street for the project?

Although state law requires a three-foot buffer for passing, relying on driver compliance is insufficient. **Physical separation provides the necessary protection to save lives when that buffer is violated.** Some type of physical buffer should be conditioned as part of the approval of the Vesting Map.

Summary

Let's paint a picture. Imagine the City Council requiring a looped networked off-road trail system throughout these parcels, connecting with the existing trail on Cerritos Avenue, which could be widened starting at the new soccer park. This loop would serve all new residents, including seniors, by connecting them to the development safely, free from vehicle interference, while still utilizing on-street routes when needed. It would also connect to the large 55-and-over development on Katella Avenue and serve as a vital amenity for both residents and visitors.

I urge the City Council to delay or deny any approval of the Vesting Tentative Map until these trail specifics are resolved. While the EIR and the map are connected, they are separate actions that do not need to happen simultaneously. The map approval does not have to occur at the same meeting as the environmental document. Even if the EIR is approved, the map can and should be conditioned to ensure the trails are built and can be approved subsequently. I propose that the City hire its own third-party consultant to independently evaluate and propose specific trail locations, dimensions, and materials for this 134-acre development. This step is necessary to provide the public with certainty regarding what will actually be built.

I-3-43

This aligns with General Plan Policy CIR-1.5, which states the “City staff” will identify specific circulation programs and improvements. Since the developer has failed to provide certainty, it is the City's duty to identify alternative transportation means. The City Council has the power under the Subdivision Map Act to condition the map with dedications, easements, construction timelines, and adequate bonding. I would argue there is a clear nexus based on the language in the voter-approved Specific Plan, and it is entirely reasonable for a project of this scope and acreage to require in and it is what the public expects. With the Public Works Department and City Attorney, you can draft a "bulletproof" condition that holds the developer accountable. The study you approve would provide the blueprint.

Ultimately, the Council must decide: Do you believe sidewalks and painted bike lanes satisfy the voter-approved Specific Plan's definition of "trails," or do you recognize that true trails are off-road, separate, and distinct? If the “trails and greenways” are not developed, the responsibility will rest at the feet of the City Council.

Do not hide behind legal or other advice to maintain silence. While the Council as a body cannot deliberate until this is on the agenda, individual members can and must speak up. Every council member has the power and duty to individually request that the City Manager direct staff to answer these questions immediately, creating a transparent public record that leaves no room for excuses, delays, or claims of ignorance when the vote comes. I-3-43 cont.

Be aware of the political risk. Voters may demand that incumbents not only pledge support for off-road trails but actively fight for them from the dais. This could become an election issue in November. If they fail to do so, they risk being voted out. This standard is even stricter for candidates: since they are not bound by the Brown Act, they have the freedom to speak clearly now how they feel about requiring the project to have true off road trails. Voters may reject any candidate who won't commit to this vision. Let's ensure the outcome is a beautiful off-road trail and greenway system, not a missed opportunity.

Many of you are new council members, and Cypress has a new City Manager. I trust you will give this matter the detailed, thorough review it deserves. I have copied the Orange County Bicycle Coalition and welcome any interested public to join this effort. I recognize that without a Planning Commission, the burden of oversight falls entirely on you; you are the only "public eyes" standing between the community and this project. Please rise to that challenge.

Sincerely,

Concerned Bike Rider

cc: Orange County Bicycle Coalition

Additional Considerations

I would like to ask the Council to consider a few more points regarding the EIR and this process.

Outdated General Plan

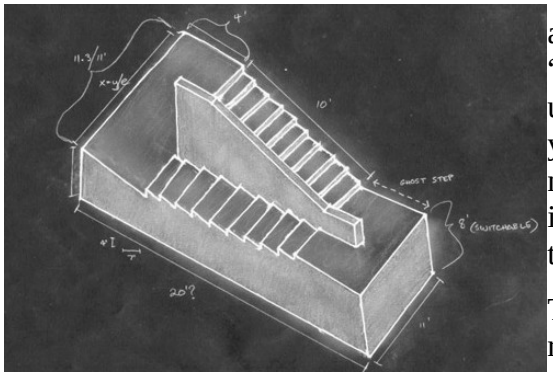
Let's talk about the age of the General Plan. The City of Cypress General Plan was adopted on September 10, 2001. At what point is the City going to do a comprehensive update of the General Plan, since it is going on 25 years old? Of note, within the Circulation Element, the build-out tables for Level of Service are projected to 2020. While I understand state law has changed, the Circulation Element should have been updated to reflect the new requirements of Vehicle Miles Traveled (VMT). From my research, Level of Service metrics are still valuable in traffic engineering efforts to ensure that I-3-44

developers build appropriate improvements for any subdivision map-related efforts, traffic mitigation fees, and compliance with any required Congestion Management Plans.

While I saw the city is updating certain elements of the General Plan (safety and open space) because of state law, I did not see any indication of the Circulation Element https://www.cypressca.org/departments/general-plan-survey being updated.

- While I saw the environmental consultant did a VMT analysis in the EIR, how can it be legal or good practice to let such an outdated Circulation Element stay in place with outdated service numbers? There seems to be zero bike planning?

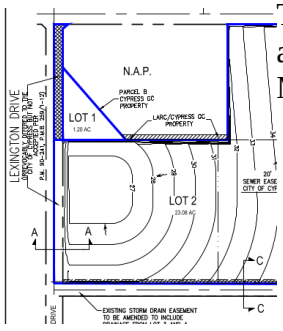
What this likely tells me is that the city has done next to no planning on a citywide basis regarding bike and pedestrian movement, or that it is buried in some other project-related document. The mere fact that the Racetrack is developing should have triggered a revision to the General Plan regarding on-street bike lanes on the extension of Lexington and now Moody. So I ask: Where has the city done any bike planning regarding its Circulation Element as an effective means of alternative transportation? From a neighboring city's Circulation Element "Convenient bicycling and walking facilities play an important role in improving public health, reducing congestion and GHG emissions, and improving local economic vitality by supporting shorter trips to local neighborhood retail establishments." I-3-44 cont.



Escherian Stairwell

Yet, because the racetrack existed, there were no plans for any bike routes or trails through the racetrack. It is sort of an "Escherian Stairwell." You can never plan for the racetrack until the racetrack develops and then it is too late because you didn't plan for the racetrack. (My lawyers out there might know this term from a 2018 case on qualified immunity and I thought it was apropos to this situation as the planning never happens).

The City missed an opportunity to place bike lanes and off road trails along Lexington/Denni as part of their park project and also when the church was built. It seems this seemingly "piecemeal" effort over decades has missed opportunities for bike planning and the General Plan was never revised to consider development of the racetrack but the city knew it would be ultimately developed even accepted dedications Lexington Drive as discussed next.



EIR Screenshot

The figure for the Vesting Map denotes that the Lexington Street parcels were already dedicated to the city and accepted by the City by a previous Parcel Map.

- Does this mean the Racetrack has been using city property on Lexington all these years or is there an agreement available? If so, what does it entail? I-3-45
- According to the Traffic Study, "Along some segments, Class II bike lanes are provided, while other segments are designated Class III bike routes. What, if any on street bike lanes, will be placed along Lexington Drive since there is no cross section A/A in the figure? I-3-46
- What does the cross hatching mean on the upper Lexington Dedication? I-3-47

- What is this “LARC/OC property” denoted on the southerly portion of the park? There is no lot on the County’s GIS system so it seems to be part of the parcel? Is it an easement? Normally property, even if shared are parcels, otherwise there is an agreement to use or an easement. It looks like an access road the Racetrack is using on the park? What are the city’s plan for this? Will the Vesting Map be revised to truly reflect what it is and refer to the appropriate legal document for its authorization? Since bike trails were not provide on Lexington, west of Lexington Park, the city could use this as part of a trail.

I-3-47 cont.

Lastly, as a side note: When you go to the Circulation Element, you will find all of the exhibits are missing if you go to the section individually. Luckily, they are there when you download the entire document. The same cannot be said for the EIR for the General Plan. The planning department should correct.

I-3-48

Traffic Study (Not included in the EIR but the most useful)

The website says, "You can find the LARC traffic study here. Please note, the traffic study is not included as part of the EIR public review process and is posted for informational purposes."

I did review it and found this was the only place where information was provided regarding bike lanes. Chalk one up for the engineers. If you search for "bike," you can find instances where it says "bike lane":

> Page 57: *"#15 – Cerritos Avenue at Moody Street (see Figure 10) - Provide bike lanes on Moody Street"*
>
> Page 58: *"#31 – Vessels Circle at Moody Street (see Figure 11) – Provide bike facilities on both Moody Street and Vessels Circle."*
>
> Page 59: Within the table on 31, *"Provide bike facilities on both Moody Street and Vessels Circle," but then there is a note that these are for "informational purposes."*
>
> Page 99: *"#15 – Cerritos Avenue at Moody Street - Provide bike facilities on both Moody Street and Vessels Circle."*
>
> Page 99: *"#31 – Vessels Circle at Moody Street – Provide bike facilities on both Moody Street and Vessels Circle."*

I-3-49

I then searched the document for "width" and got <u>no</u> results. I also searched for "trail" and got <u>no</u> results.

So the public cannot determine how wide the on-street bike lane will be, whether it has a three-foot area striped as a buffer, nor whether the bike lane is carried all the way up through the intersections because none of the final street plans have been done per the Vesting Map requirements. Even if the driveway locations are unknown, you can still have conditions on the map and for the public which state the widths and dimensions for a cross section that shows the bike lanes. The map is an open canvas right now. A "by right" development on one of the parcels could negate the future ability to obtain dedications without paying for them.

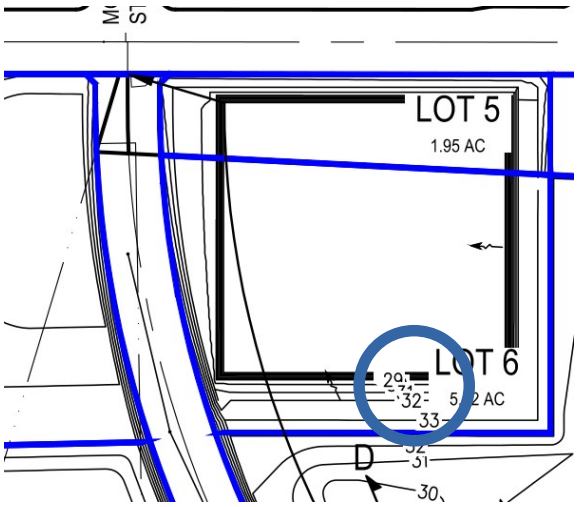
<u>Concerns Regarding Park Usability and Drainage</u>

Though not my primary issue, as I am already reviewing this matter, I must raise another significant concern. After reviewing the map, I am not a drainage expert, but the contours suggest the park will function as a four-foot-deep lake during rain events. I searched the first document of the EIR for "lake"

I-3-50

and found no mention of the parkland being used as a defacto "bathtub" for runoff. The EIR contains the drainage data, but Park Section in 4.16 no comment regarding the usability of the park under these conditions within 4.16 on Parks. Flooding the park reminds me of how the church parking lot on Katella often floods when it rains heavily, supposedly by design, rendering it unusable.

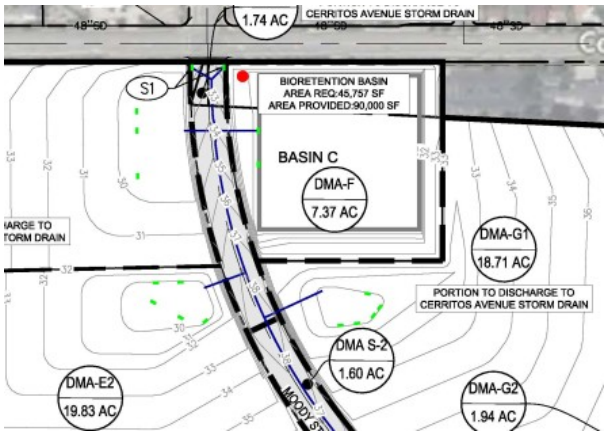
- Why is the usability of the “8 acre” park not covered in the EIR?



EIR Screenshot

I-3-50 cont.

After further review of the EIR, I found this below in a later section of the EIR. It appears the park property is receiving water from other lots so they won’t have to retain the drainage. This seems as a direct benefit to the developer for the lots which drain into it. It is not that there are basins on the lots, it is the parkland is acting as one giant basin for all these other lots making that land less usable for general park usage. While I appreciate nature parks, one cannot walk around in actual drainage basins during storm seasons, and they are usually closed off. Perhaps this one will be uniquely designed, but how is the reader to know, and who will guarantee it?



EIR Screenshot

This is what the voters read from Section 1.1 of the Specific Plan:

"Another critical component of this Specific Plan is 20 acres of public park space that will bespread throughout the Specific Plan Area. Two public parks, one 10.2 acres ***and the other 8 acres****, will be located within the public park district, adjacent to Cerritos Avenue."*

The Specific Plan does not contain any mention that the intent was to use this parkland as a giant basin. If that is the case, the Specific Plan should have stated this clearly. This highlights a downfall of the voter-approved Specific Plan to Vesting Map process: developers can paint one picture while the details remain "unworked" out because the environmental analysis was not completed prior to approval. The Specific Plan language appears to set an expectation of a park, not a drainage facility. This "basin" issue is not my only concern, but it gives me serious doubt about the entire process.

I-3-50 cont.

- How deep is the potential water within the square? (It appears to at least four feet deep)
- How is this in conformance with the Specific Plan?
- Is it just crafted language to disguise that the promised parkland is really a basin?
- Who is going to pay for the maintenance of this basin and will it be designed with any type of aesthetics?

This should be stated in a general project description on the website for the public. We need to know that the other park mentioned in the Specific Plan is a basin. Otherwise, you risk people attending meetings feeling misled by a "bait and switch" given the lack of mention in the Specific Plan.



Manufacturer Website Screenshot

If the developer gains a benefit and increased land value from the basin by having more develop-able land on other parcels they can sell, why is the City not requiring that this basin be placed underground on the subdivision map?

I recall hearing the developer built a large underground basin for the Senior Housing Development on Katella Avenue. I did a search and found it stored over 232,000 cubic feet of water. So it is possible.

Doing so would allow the open space to be usable year-round for the enjoyment of the new tract, all city residents, and visitors. A cost analysis could be done comparing what the value of using the parkland for drainage on the land value versus having each parcel retain their drainage. This would give City Council a clear understanding of what they are trading for a park that seems really can't be used for public enjoyment like a normal park.

The 2001 General Plan breaks down parks into Community Parks (10 acres or more), Neighborhood Parks (3 to 5 acres) and Mini Parks. This would fall in between the first two but more toward a community park which should provide recreation for large groups of people.

In case it is argued that the General Plan does mention the Nature Park off Cerritos

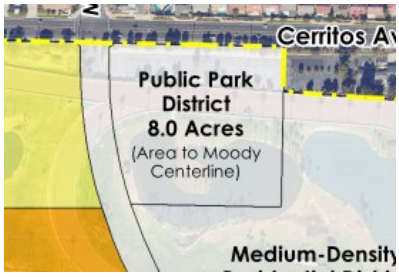


1970 Orange County GIS Aerial Photo

Avenue, it is not comparable. I have been to the Nature Park. It is closed most of the year ("We will be back Summer 2026! Stay tuned for updates.") and city's website mentions is a flood control basin built in the 1960's. There is no ADA access for the Nature Park for many parts including getting down in the basin. I find it hard to square with the Specific Plan language provided above that gives the impression that the 8 acre Park would be usable park area and instead be used as a retention basin for other properties drainage. Furthermore, in my estimation the nature park is just a mere visual screening for the surrounding community and was built as a basin as you can see from a 1970 photo then screened later. I-3-50 cont.

- How is the proposed public park, which is a drainage basin, in conformance with the General Plan Recreation Element for general park usage?

I am also trying to figure out the 8 acres mentioned in the specific plan above with caveat "area to Moody Centerline" when the actual area is 7.37 acres. I think I understand what developer did here but it seems slight of hand to include a proposed primary arterial street as if it were a park. Just say 7.37 acres. (*"Two public parks, one 10.2 acres and the other 8 acres")* I-3-51





EIR Screenshot

The creation of the park involves some type of land swap with Lot 5, what I am assuming is the church property.

- Is there a conflict of interest for anyone, if any, who is involved in the on the project on the city side/council member is a member or higher position within the church? I-3-52

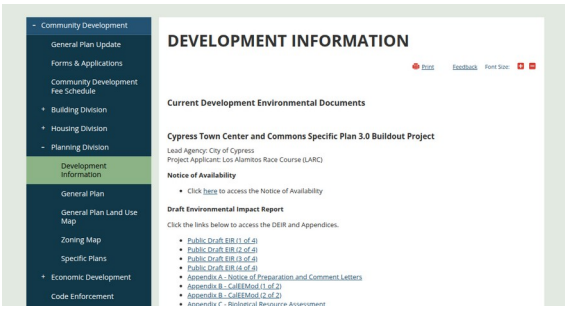
Before I even attempt to review the drainage study, though I probably won't, I noticed it does not contain approval statement like the Traffic Study or the Sewer Study. I-3-53

- Is there a more recent version with a plan checker approval?

Project Page & Transparency I-3-54

Why is there no development project page for one of the largest developments in Cypress's history?

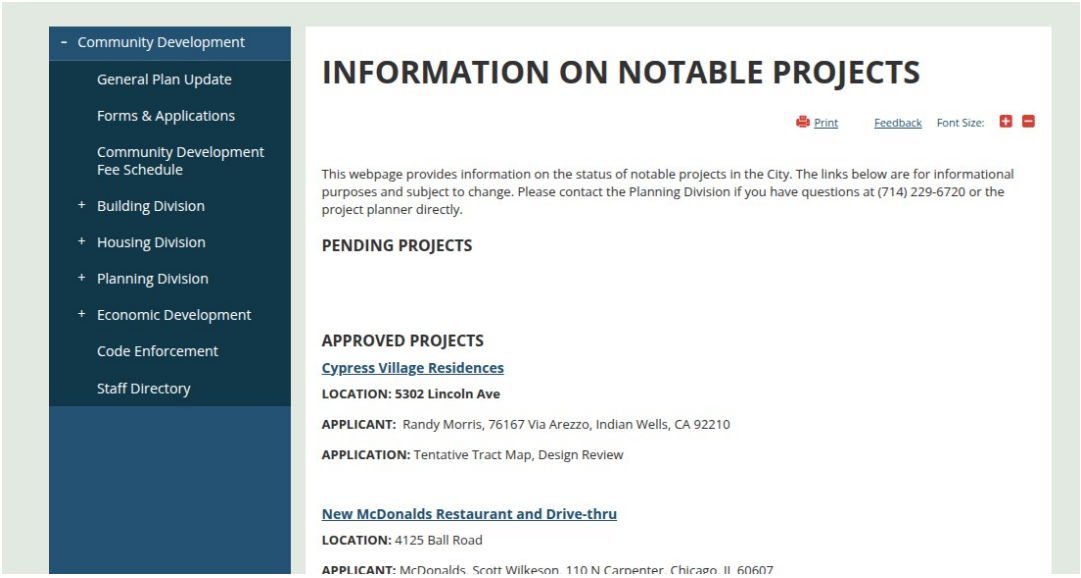
All that is on the website is the EIR with no explanation or history to preface this development or help the resident wade through what is a technical document. This property and project have been going on probably before even approval of the Specific Plan adoption in 2017 and this is all the public gets. (https://www.cypressca.org/departments/community-development/planning-division/development-information)



Also note, it doesn't even say on the landing page where the public can comment on it or even if there is a deadline for comments. How many of the public would know to click the Notice of Availability to find out? It gives the impression, whether accidental or intentional, that public comments were not wanted. This is also where a link to the full Vesting Tentative Map should a prominent hyperlink. I-3-54 cont.

What is even odder is I found https://www.cypressca.org/departments/community-development/information-on-notable-projects by a random search with no direct links to it still on the webpage yet the racetrack project is not on it.

Click on the link of each project. There is more information about the McDonald's when you click on the link than there is regarding the development buildout of the racetrack.



For some other comparisons, here a some examples where cities host project pages for the public to better understand what is going on:

Santa Ana: https://www.santa-ana.org/major-planning-projects-and-monthly-development-project-reports/

Newport Beach: https://www.newportbeachca.gov/government/departments/community-development/planning-division/current-projects-and-cases/residences-at-4440-von-karman

Garden Grove: https://ggcity.org/planning/current-projects

I-3-54 cont.

Also, the previous Specific Plan, prior to the voter approved has been removed from the website. Not sure why but it would have been good context and more transparent for the public.

Since the City uses Laserfiche, a digital outward facing file system, any document related to the project, the previous specific plan, and all the historical documents regarding to this land as well as the developer submittals, including the Vesting Tentative Map, could all have been placed within a folder for public access like the city does for public record requests.

I-3-55

Transparency should always be the goal. I am guessing these files just sit on the city's servers. The only thing I see available in the Planning Section https://ecms.cypressca.org/WebLink/Browse.aspx?id=33433&dbid=0&repo=CityOfCypress is the 2020 City Center Project EIR.

They are public documents, why can't the public easily see them. Especially for a project that is this large in the city's history.

This page intentionally left blank

2.5.3 UNIDENTIFIED COMMENTER (QUINN2767@PROTON.ME)

Letter Code: I-3
Date: April 29, 2026

Response to Comment I-3-1

This comment provides introductory remarks.

The City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-2

This comment claims that the project, as currently proposed, appears to be inconsistent with the Subdivision Map Act (State Law), the City's Specific Plan, the City's Municipal Code, and the City's General Plan.

Refer to Section 2.1.1, Consistency with Specific Plan, for the Master Response to comments regarding the proposed project's consistency with the Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan). In addition, as discussed in Section 4.11, Land Use and Planning, of the Draft EIR, the proposed project would be consistent with the City's Municipal Code and the City's General Plan. The proposed project would also be consistent with the requirements of the Subdivision Map Act.

Response to Comment I-3-3

This comment claims that the proposed project and VTTM appear inconsistent with the voter-approved Specific Plan and Government Code Section 66473.5, as the VTTM does not depict a network of dedicated pedestrian and bicycle trails to ensure connectivity between neighborhoods, parks, and the town center.

Refer to Section 2.1.1, Consistency with Specific Plan, for the Master Response to comments regarding the proposed project's consistency with the Specific Plan, including internal circulation requirements.

The Subdivision Map Act governs how land is divided, sets the rules for creating parcels and lots, and contains requirements for VTTMs. Because the comment does not contain any other substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-4

This comment claims that the VTTM may not be in compliance with the City's Municipal Code or the Subdivision Map Act, as the Draft EIR only includes a partial depiction of the VTTM and the full VTTM is not available to the public.

The proposed VTTM No. 19247 is available for review in its entirety for anyone who submits a public records request to the City. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-5

This comment claims that the Draft EIR may be in violation of Section 15126.2 of the *State CEQA Guidelines*, which requires that an EIR provide an accurate, stable, and finite description of the project, as the project described in the Draft EIR appears to differ materially from the Specific Plan and therefore may fail to provide the public and decision-makers with an accurate description of the proposed project.

Section 15126.2 of the *State CEQA Guidelines* provides guidance related to the consideration and discussion of significant environmental impacts in an EIR and is not related to the content of project descriptions. Section 15124 of the *State CEQA Guidelines* outlines the requirements for a project description in an EIR. As outlined in Section 15124, a project description shall contain the following information, but should not supply extensive detail beyond that needed for evaluation and review of the environmental impact:

a) The precise location and boundaries of the proposed project shall be shown on a detailed map, preferably topographic. The location of the project shall also appear on a regional map.

b) A statement of the objectives sought by the proposed project. A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project and may discuss the project benefits.

c) A general description of the project's technical, economic, and environmental characteristics, considering the principal engineering proposals if any and supporting public service facilities.

    i. A statement briefly describing the intended uses of the EIR, including a list of the agencies that are expected to use the EIR in their decision making, a list of permits and other approvals required to implement the project, and a list of related environmental review and consultation requirements required by federal, state, or local laws, regulations, or policies.

As previously discussed, the Draft EIR analyzed buildout of the Specific Plan within the Buildout Area at a "programmatic" level. Section 15168 of the *State CEQA Guidelines* provides guidance related to the preparation of a Program EIR. A Program EIR does not describe one fixed project; instead, it describes a series of related actions or a framework for future projects. As such, the project description for a Program EIR can be broader and more flexible, while still providing enough information to support a meaningful analysis of the maximum development potential. Using

guidance from Sections 15126.2 and 15168 of the *State CEQA Guidelines*, a project description for a Program EIR must describe the policy, plan, or program, the types of activities/projects it would allow, the geographic area covered, and the buildout schedule and assumptions. In addition, a project description for a Program EIR must include a "reasonable level of detail" to identify potential impacts and compare alternatives to the proposed project but does not need to rely on final engineering plans or detailed site plans.

Based on the above, the project description for the proposed project, as provided in Chapter 3.0, Project Description, of the Draft EIR, has been prepared consistent with the *State CEQA Guidelines*. Consistent with Section 15126.2 of the *State CEQA Guidelines*, as modified by the direction in Section 15168 of the *State CEQA Guidelines*, Chapter 3.0 contains (1) the precise location and boundaries of the Buildout Area, including figures that show the Buildout Area's local and regional context (refer to Section 3.1, Project Location and Existing Environmental Setting, of the Draft EIR); (2) a statement of objectives, including the underlying purpose of the proposed project (refer to Section 3.4, Project Objectives, of the Draft EIR); and (3) a general description of the project's technical, economic, and environmental characteristics appropriate for a programmatic document, including a description of the policy, plan, or program (i.e., the Specific Plan and VTTM No. 19247), the types of activities/projects it would allow, and the buildout schedule and assumptions (refer to Section 3.5, Project Description, of the Draft EIR). As such, the project description contained in Chapter 3.0 of the Draft EIR is not in violation of *State CEQA Guidelines* requirements.

In addition, the proposed project assumes buildup under the Specific Plan, as provided in Chapter 3.0 of the Draft EIR. Specifically, the proposed project would include the construction of an additional 1,791 residential units to meet the maximum allowable number of residential units (1,926 residential units), consistent with the Specific Plan, and the construction of approximately 440,000 square feet of non-residential development. Although the Specific Plan permits an aggregate maximum of 879,170 square feet of non-residential floor area within the Buildout Area, based on current and reasonably foreseeable future market conditions, it is anticipated that the buildout of the Buildout Area will include substantially less than 879,170 square feet of non-residential development (i.e., 440,000 square feet). The proposed project also includes circulation and access improvements, utility improvements, and open space/parkland development, consistent with the Specific Plan. Accordingly, the proposed project is consistent with the Specific Plan and therefore does not differ materially from the Specific Plan. Refer to Section 2.1.1, Consistency with Specific Plan, for the Master Response to comments regarding the proposed project's consistency with the Specific Plan.

Response to Comment I-3-6

This comment claims that there appears to be a fundamental inconsistency between the proposed project's transportation analysis and the City's General Plan because the VMT analysis prepared for the proposed project relies on the City's General Plan Circulation Element, which was adopted on September 10, 2001, and contains outdated LOS standards.

The City acknowledges this comment. As the City's General Plan Circulation Element was prepared and adopted in 2001, prior to the *State CEQA Guidelines* update that changed the basis for transportation impacts under CEQA from LOS to VMT, the City's General Plan Circulation Element

does not contain any VMT significant thresholds or metrics and instead contains outdated LOS standards. However, the project-specific VMT Memo prepared for the proposed project and included as **Appendix K** to the Draft EIR, was prepared using the methodology and significance threshold criteria identified in the *Guidelines For Evaluating Vehicle Miles Traveled Under CEQA for Orange County*,[14] dated September 17, 2020 (County Guidelines), and does not rely on the City's General Plan Circulation Element. Therefore, the VMT analysis prepared for the proposed project has been prepared pursuant to all applicable guidance documents and accurately reflects the proposed project's potential impact on transportation under CEQA.

In addition, the City's General Plan Circulation Element is not a part of the proposed project that is analyzed in the Draft EIR. Because the comment does not contain any other substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-7

This comment states that the Traffic Study referenced in the Draft EIR was posted separately from the Draft EIR and that the bike lane recommendations in the Traffic Study do not appear binding as they are noted as "for informational purposes only."

The City acknowledges this comment. As previously discussed, transportation impacts under CEQA are to be evaluated based on a project's effect on VMT as opposed to vehicle delay and LOS. This change came into effect on December 28, 2018, when the California Office of Administrative Law cleared the revised *State CEQA Guidelines* for use and removed vehicle delay and LOS from consideration under CEQA. As such, Section 4.17, Transportation, of the Draft EIR contains a project-specific VMT analysis based on the VMT Memo prepared for the proposed project, which is included as **Appendix K** to the Draft EIR, in order to assess transportation impacts under CEQA. The Traffic Study is only referenced in the Draft EIR as it relates to the anticipated number of daily vehicle trips associated with full buildout of the proposed project. No analysis contained in the Traffic Study is included in the Draft EIR, and the Traffic Study is provided on the City's website for informational purposes only. In addition, the bike lane recommendations in the Traffic Study are noted as "for informational purposes only" as they are recommendations and may not reflect the final locations of the bike lanes. Because the specifics of future projects within the Buildout Area cannot be determined at this time, it is not known if the bike lane recommendations provided in the Traffic Study would appropriately fit or be feasible within the ultimate buildout of the Buildout Area.

However, the proposed project is assumed to include the addition of approximately 1 mile of bicycle facilities, connecting to the existing bicycle network. Additionally, as detailed in **Mitigation Measure TRA-1**, the proposed project would be required to implement feasible TDM strategies to mitigate the proposed project's VMT impact, which include constructing or improving bicycle facilities that would connect the proposed project to the existing regional bicycle network. All future development facilitated by the proposed project would be required to implement **Mitigation Measure TRA-1** and

[14] Orange County. 2020. G*uidelines For Evaluating Vehicle Miles Traveled Under CEQA for Orange County.* September 17, 2020.

would also be required to comply with City policies regarding bicycle parking and other infrastructure.

Further, future development projects associated with implementation of the proposed project would be reviewed by the City on a project-by-project basis in order to ensure that the proposed development is consistent with the Specific Plan and City requirements related to bike lanes and bicycle infrastructure. Specifically, through the design review process, future development projects would be required to submit a detailed site plan that depicts the bike lanes and other trails that would be included in each development, consistent with the planned "backbone" circulation improvements set forth in the Specific Plan. Overall, future development projects would be required to incorporate bike lanes into individual project designs on an as-needed basis in order to ensure consistency with the Specific Plan and other City requirements, even if these bike lanes do not match the general recommendations provided in the Traffic Study.

Response to Comment I-3-8

This comment claims that the extension of Vessels Circle westward to terminate at Moody Street instead of extending further west to Lexington Drive may miss an opportunity to create a through connection that would improve traffic distribution, provide alternative routes for pedestrians and cyclists, provide needed relief for residents traveling eastward om Katella Avenue, and provide redundancy for ambulance, fire, and police services.

Refer to Section 2.1.3, Vessels Circle Through Connection, for the Master Response to comments regarding the Vessels Circle through connection.

Response to Comment I-3-9

This comment claims that the VTTM has not been provided as a complete document and questions if the VTTM is in compliance with the City's Municipal Code.

The proposed VTTM No. 19247 is available for review in its entirety for anyone who submits a public records request to the City. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-10

This comment states that the City should ensure the proposed project is conditioned to include the dedicated pedestrian and bicycle trails, as detailed in the Specific Plan, and requests the required engineering drawings associated with the VTTM be provided prior to certifying the EIR or recommending approval of the VTTM.

Refer to Section 2.1.1, Consistency with Specific Plan, for the Master Response to comments regarding the proposed project's consistency with the Specific Plan. Future development within the Buildout Area associated with implementation of the proposed project would be required to demonstrate consistency with the Specific Plan, including pedestrian and bicycle trails and "backbone" circulation improvements described in the Specific Plan. In addition, the proposed VTTM

No. 19247 is available for review in its entirety for anyone who submits a public records request to the City.

Response to Comment I-3-11

This comment requests information regarding the City's legal or factual basis for concluding that the VTTM, which does not depict the dedicated trails described in the Specific Plan, is in "substantial conformance" with Government Code Section 66473.5.

The proposed VTTM No. 19247 is available for review in its entirety for anyone who submits a public records request to the City. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-12

This comment asks if the full set of certified engineering drawings for all nine categories required by the City's Municipal Code for VTTMs has been submitted, accepted as complete, and are available for public inspection

The proposed VTTM No. 19247 is available for review in its entirety for anyone who submits a public records request to the City. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-13

This comment requests that if any of the nine required engineering categories for VTTM provided in the City's Municipal Code have been waived by the City, written findings be provided that state such information is "unnecessary, duplicative, or inapplicable" and that such a waiver will not hamper prudent public policy.

The proposed VTTM No. 19247 is available for review in its entirety for anyone who submits a public records request to the City. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-14

This comment asks if there is any documentation that the project developer has requested any item under Sections 25-61 or 25-62 of the City's Municipal Code or Section 2.2.5 of the Specific Plan and if there was, why this was not available to the public.

The City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-15

This comment asks how the Draft EIR satisfies Section 15126.2 of the *State CEQA Guidelines* when it omits the dedicated trail system and required street cross-sections.

Refer to Response to Comment I-3-5, above.

Response to Comment I-3-16

This comment asks what specific legal mechanism exists to guarantee that future developers of the 11 lots will dedicate the necessary land for trails if the City approves the VTTM without the dedicated trails and engineering drawings.

The proposed VTTM No. 19247 is available for review in its entirety for anyone who submits a public records request to the City. Future development within the Buildout Area associated with implementation of the proposed project would be required to demonstrate consistency with the Specific Plan, including through the addition of pedestrian and bicycle trails. Specifically, through the design review process, future development projects would be required to submit a detailed site plan that depicts the pedestrian pathways and bicycle trails that would be included in each development, consistent with the Specific Plan.

Response to Comment I-3-17

This comment asks how the Draft EIR ensures consistency with the General Plan Circulation Element when the Circulation Element was adopted in 2001, only contains build-out projections to 2020, and has not been updated to reflect current VMT requirements.

The Draft EIR contains a consistency analysis with the most recently adopted Circulation Element, as required by CEQA. Table 4.11.D: General Plan Consistency Analysis, in Section 4.11, Land Use and Planning, of the Draft EIR provides a consistency analysis of the goals and policies from the City's General Plan pertaining to the circulation system that are relevant to the proposed project. As provided in Table 4.11.D, the proposed project would not conflict with any of the goals and policies contained in the City's General Plan related to the circulation system.

Response to Comment I-3-18

This comment asks what binding conditions will be placed on the VTTM to ensure the bike lane widths, buffers, and intersection treatments identified in the Traffic Study are actually constructed.

As previously discussed, the bike lane recommendations in the Traffic Study are noted as "for informational purposes only" as they are proposed locations only. Because the specific future projects cannot be determined at this time, it is not known if the bike lane recommendations provided in the Traffic Study would appropriately fit or be feasible within the ultimate buildout of the Buildout Area. However, as previously discussed, future development within the Buildout Area associated with implementation of the proposed project would be required to demonstrate consistency with the Specific Plan, including through the addition of pedestrian and bicycle trails, prior to individual project approval. Specifically, through the design review process, future development projects would be required to submit a detailed site plan that depicts the pedestrian

pathways and bicycle trails that would be included in each development, consistent with the planned "backbone" circulation improvements set forth in the Specific Plan. Overall, future development projects would be required to incorporate bike lanes into individual project designs on an as-needed basis in order to ensure consistency with the Specific Plan and other City requirements, even if these bike lanes do not match the general recommendations provided in the Traffic Study.

Response to Comment I-3-19

This comment asks for the City's justification for not requiring the Vessels Circle through connection, including how the decision aligns with the General Plan's circulation goals of facilitating movement and alternative transportation. This comment also asks if the through connection was studied related to improving potential public health, safety and welfare, improving or degrading traffic patterns with regards to the existing senior development on Katella Avenue and pedestrian and bike mobility.

Refer to Section 2.1.3, Vessels Circle Through Connection, for the Master Response to comments regarding the Vessels Circle through connection.

Response to Comment I-3-20

This comment asks where the full, certified VTTM is located and why it was not provided in the Draft EIR. This comment also reiterates the commenter's concern regarding the VTTM's compliance with the City's Municipal Code requirements.

The proposed VTTM No. 19247 is available for review in its entirety for anyone who submits a public records request to the City. The Draft EIR does not include, nor is it required to include, the full proposed VTTM No. 19247. Figure 3-5: Vesting Tentative Map No. 19247, contained in the Draft EIR is intended to provide a high-level depiction of the proposed lots and the main "backbone" circulation improvements within the Buildout Area.

Response to Comment I-3-21

This comment asks if the public will have an opportunity to review the Development Agreement and if the Development Agreement contains information related to trails.

The Development Agreement for the proposed project is currently being prepared by the City and will be available to the public for review once it is completed and prior to its consideration by the City Council. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-22

This comment states that the commenter has attached a letter that they sent to the City Manager and City Council, and requests that all questions posed in the attached letter be answered.

Response to Comment I-3-25 through Response to Comment I-3-41, below, address the comments and questions posed in the attached letter.

Response to Comment I-3-23

This comment requests that the commenter's comments be included in the official administrative record and the specific legal and factual questions raised by the commenter be addressed in the Staff Report and the City's findings prior to EIR certification and subsequent approval of the VTTM.

This Final EIR provides responses to all comments and questions that address environmental issues or the adequacy of the Draft EIR prepared for the proposed project. Comments that (1) do not address the adequacy or completeness of the Draft EIR; (2) do not raise environmental issues; or (3) do request the incorporation of additional information not relevant to environmental issues, do not require a response in this Final EIR, pursuant to Section 15088(a) of the *State CEQA Guidelines*. This Final EIR and the written responses contained herein will be available at least 10 days prior to the EIR certification hearing for the proposed project.

Response to Comment I-3-24

This comment provides introductory remarks and states that the following letter includes comments on the proposed project, focusing on the provision of trails and greenways.

The City acknowledges this comment and has provided responses to the comments raised in the letter below. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-25

This comment claims that the proposed development may not meet the requirements of the voter-approved Specific Plan or the City's Municipal Code requirements for a VTTM as there is uncertainty regarding the size, dimensions, and characteristics of any trails within the Buildout Area associated with implementation of the proposed project.

Refer to Section 2.1.1, Consistency with Specific Plan, for the Master Response to comments regarding the proposed project's consistency with the Specific Plan.

The proposed VTTM No. 19247 is available for review in its entirety for anyone who submits a public records request to the City. Because the comment does not contain any other substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-26

This comment claims that the proposed development does not meet the requirements of the voter-approved Specific Plan.

Refer to Section 2.1.1, Consistency with Specific Plan, for the Master Response to comments regarding the proposed project's consistency with the Specific Plan.

Response to Comment I-3-27

This comment claims that it seems improbable to have any trail connectivity or congruity if the trails are not depicted on the subdivision map for the Buildout Area and asks how future trails on Lot 2 would connect within trails through Lots 3 and 4.

Refer to Section 2.1.1, Consistency with Specific Plan, for the Master Response to comments regarding the proposed project's consistency with the Specific Plan.

Future development projects associated with implementation of the proposed project would be reviewed by the City on a project-by-project basis in order to ensure that the proposed development is consistent with the Specific Plan. Specifically, through the design review process, future development projects would be required to submit a detailed site plan that depicts the pedestrian pathways and bicycle trails that would be included in each development, consistent with the Specific Plan, and how these pathways and trails would connect to other existing and planned pathways and trails in the surrounding area. Therefore, although the specific trails that may be located within Lots 2, 3, and 4 cannot be determined at this time, the City would ensure their construction and continuity through the design review process.

Response to Comment I-3-28

This comment asks if the language regarding trails in the Specific Plan refers to only concrete sidewalks and on-street bike routes.

Refer to Section 2.1.1, Consistency with Specific Plan, for the Master Response to comments regarding the proposed project's consistency with the Specific Plan.

As described above, future development projects associated with implementation of the proposed project would be reviewed by the City on a project-by-project basis in order to ensure that the proposed development is consistent with the Specific Plan. Specifically, through the design review process, future development projects would be required to submit a detailed site plan that depicts the pedestrian pathways and bicycle trails that would be included in each development, consistent with the Specific Plan. These pathways and trails could include concrete sidewalks and on-street bike routes, or be separate trails, not adjacent to roadways.

However, it should be noted that although the Specific Plan includes the provision of pedestrian and bicycle trails within the Buildout Area, it does not require that these trails be public or dedicated to the City. The Specific Plan requirements related to providing pedestrian and bicycle trails may also be satisfied by providing private pedestrian and bicycle trails for use by residents that would connect to the City's public pedestrian and bicycle network in the surrounding area.

Response to Comment I-3-29

This comment asks if all sidewalks in the city are trails under the Specific Plan language interpretation.

The Specific Plan is the document that governs land use and circulation improvements within the Specific Plan area; it does not regulate land use and circulation improvements within other parts of the city. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-30

This comment raises concerns over the ambiguity of what a "greenway" is, since there is no definition of "greenway" in the Specific Plan.

A "greenway" is a linear open space corridor that provides recreational and non-motorized transportation opportunities. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-31

This comment claims that the approximately 1 mile of on-street bike lanes associated with the proposed project is being used to satisfy VMT reduction requirements while ignoring the "off-road trail system" envisioned in the Specific Plan.

Although the provision of approximately 1 mile of on-street bike lanes would provide some VMT reduction benefits, it is not associated with the VMT reduction strategies provided in **Mitigation Measure TRA-1**. **Mitigation Measure TRA-1** would require that the proposed project prepare and implement feasible TDM strategies to mitigate the proposed project's VMT impact, which include constructing or improving bicycle facilities that would connect the proposed project to the existing regional bicycle network (beyond the approximately 1 mile of on-street bike lanes that is considered part of the proposed project) and improving the pedestrian network, including the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area.

Refer to Section 2.1.1, Consistency with Specific Plan, for additional discussion regarding the proposed project's consistency with the Specific Plan.

Response to Comment I-3-32

This comment asks if the public will have the opportunity to review the Development Agreement associated with the proposed project.

The Development Agreement for the proposed project is currently being prepared by the City and will be available to the public for review once it is completed and prior to its consideration by the City Council. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-33

This comment asks why there is no proposed east-west through connection through the Buildout Area, which would provide redundancy for medical, fire, and police to get to an emergency, provide an opportunity for a pedestrian and biking trail, and alleviate the traffic congestion issues experienced by the senior community on Katella Avenue.

Refer to Section 2.1.3, Vessels Circle Through Connection, for the Master Response to comments regarding the Vessels Circle through connection.

As previously discussed, transportation impacts under CEQA are required to be evaluated based on a project's effect on VMT as opposed to vehicle delay and LOS. Accordingly, the Draft EIR does not consider potential traffic delay (LOS) impacts or concerns associated with other developments in the city, such as the senior community on Katella Avenue, and is not required to alleviate existing traffic delay issues in the surrounding area resulting from other developments. No further response is required.

Response to Comment I-3-34

This comment claims that although a Vessels Circle through connection was not included in the Specific Plan, the proposed Moody Street connection was also not included in the Specific Plan, and the Specific Plan allows for infrastructure modifications.

The Specific Plan approved by City of Cypress voters on November 5, 2024, does include the proposed extension of Moody Street from Cerritos Avenue to Katella Avenue. Therefore, the proposed project consists of the reasonably foreseeable buildout of the Buildout Area with implementation of the voter-approved Specific Plan, including the proposed Moody Street extension and the extension of Vessels Circle from its current western terminus to intersect with the Moody Street extension. The City currently has no plans to modify the voter-approved Specific Plan. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-35

This comment claims that a Vessels Circle through connection would contribute to a reduction in VMT, which would resolve the proposed project's significant and unavoidable VMT impact.

Refer to Section 2.1.3, Vessels Circle Through Connection, for the Master Response to comments regarding the Vessels Circle through connection.

Response to Comment I-3-36

This comment is related to the information provided on the proposed VTTM No. 19247 and states that the proposed VTTM should include the depictions and cross sections of bicycle trails.

The City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-37

This comment states that the City Council should be aware the voter-approved Specific Plan was not prepared by the City and has never been evaluated from an environmental and practical perspective. This comment also states that the developer can change the requirements of the Specific Plan through conditional approval by the City, and cites Section 25-61 of the City's Municipal Code.

The Draft EIR analyzes the proposed project, which consists of the reasonably foreseeable buildout of the voter-approved Specific Plan. As such, the Draft EIR evaluates buildout of the Specific Plan from an environmental perspective. CEQA does not require an EIR to analyze the practicality of a plan or program.

In addition, it should be noted that Section 25-61 of the City's Municipal Code is not related to changes to a specific plan and instead provides guidance for the preparation of Vesting Tentative Maps that do not match the current zoning at the time they're submitted. Any proposed modification to the current voter-approved Specific Plan, including from future developers, would be subject to applicable approval procedures, including voter approval, and may require additional environmental review pursuant to CEQA.

Response to Comment I-3-38

This comment asks if a modification to the Specific Plan would require voter approval or the City Council.

As provided in Section 5.6, Amendments and Adjustments, of the voter-approved Specific Plan, the Specific Plan may generally only be amended through voter approval. However, Section 5.6.2 of the Specific Plan allows the Director of Community Development to approve modifications to the Specific Plan that do not substantially alter the distribution, location, extent or density of the uses, improvements and facilities required pursuant to the Specific Plan, in accordance with the procedures set forth in Section 4.19.050, Adjustments, of the City's Municipal Code.

Specifically, the Director of Community Development shall be required to approve any requested adjustment if the proposed adjustment is generally consistent with the intent of this Specific Plan and is one of the permitted adjustments described in Section 5.6.2 of the Specific Plan. These adjustments include the following:

1. Changes in the boundaries of any Land Use District or Subdistrict that result in less than a 10 percent change in the original acreage within any Land Use District Areas, provided that the Public Park District does not include less than 18 acres of land and the size of the Public Park Overlay is not less than 2 acres.

2. The transfer of up to 5 percent of the number of residential units allowed or required in a Residential Subdistrict to another Residential Subdistrict, provided that the total number of residential units shall not exceed 1,926 units.

3. Various modifications in development standards, provided that they meet the requirements set forth in Section 5.6.2 of the Specific Plan.

4. Modifications to the conceptual layout of circulation and infrastructure plans shown in Chapter 2 of this Specific Plan, the sizing of infrastructure facilities, and the width of street sections, based on more detailed site planning, traffic studies, environmental review and/or civil engineering plans.

5. Other minor modifications to, or minor relief from, the standards, regulations, requirements and restrictions in this Specific Plan as the Director of Community Development finds is consistent with the intent of this Section and similar to the permitted adjustment described in Section 5.6.2 of the Specific Plan.

In the event that an application or applications are submitted to the City for a development project that requests multiple entitlements, including one or more 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 Section 5.6.2 of the Specific Plan does not constitute an amendment to the Specific Plan and does not require a vote of the people.

Response to Comment I-3-39

This comment asks if the proposed VTTM is approved and if new subdivision maps are submitted by future subsequent developers who purchase the lots, would the new subdivision maps be "grandfathered" in under the voter-approved Specific Plan or could they be subject to future modifications to the Specific Plan.

This City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-40

This comment is related to the content of the proposed VTTM No. 19247 and questions if the proposed VTTM No. 19247 has been prepared consistent with all applicable regulations, including the City's Municipal Code.

The proposed VTTM No. 19247 is available for review in its entirety for anyone who submits a public records request to the City. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-41

This comment cites three goals contained in the City's General Plan Circulation Element (CIR-1.5, CIR-2, and CIR-2.4), claims that there are no designated off-road bicycle trails delineated within the

Buildout Area, and asks if the City has studied or examined bicycle movement overall and within the development.

Section 4.11, Land Use and Planning, of the Draft EIR, provides a consistency analysis of the goals and policies from the City's General Plan that are relevant to the proposed project, including Policies CIR-2.5 and CIR-2.8, relating to pedestrian and bicycle facilities. Policy-1.5, which states that the City will continue involvement in plans and programs related to the Circulation Element; Goal CIR-2, which outlines the City's goal to facilitate alternative modes of transportation; and Policy CIR-2.4, which states the City should encourage development and site design which facilitate implementation of high quality, desirable bicycle routes which meet or exceed established standards, are goals and policies for implementation by the City, and not specific developments or projects.

Further, the proposed project would include sidewalks along the project frontages and pedestrian sidewalks and bicycle pathways throughout the Buildout Area that provide connections to existing pedestrian and bicycle facilities in the surrounding area. Specifically, the proposed project is assumed to include the addition of approximately 1 mile of bicycle facilities, connecting to the existing bicycle network. Further pedestrian circulation improvements include sidewalks along the extension of Moody Street south of Cerritos Avenue. These pathways, together with the existing pedestrian infrastructure on the surrounding streets, would ensure seamless integration with the broader pedestrian network, effectively linking the Buildout Area with nearby amenities and transit options.

Additionally, as required by **Mitigation Measure TRA-1**, the proposed project would implement feasible TDM strategies to mitigate the proposed project's VMT impact, which include constructing or improving bicycle facilities that would connect the proposed project to the existing regional bicycle network and improving the pedestrian network, including the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area. Therefore, the proposed project would not conflict with any adopted bicycle or pedestrian system plans, guidelines, policies, or standards, and would be consistent with the City's goals related to provided pedestrian and bicycle infrastructure. As such, the Draft EIR determined that impacts to bicycle and pedestrian facilities would be less than significant.

In addition, as previously discussed, future development projects associated with implementation of the proposed project would be reviewed by the City on a project-by-project basis in order to ensure that the proposed development is consistent with the Specific Plan and would comply with City policies regarding bicycle parking and other infrastructure. Specifically, through the design review process, future development projects would be required to submit a detailed site plan that depicts the pedestrian pathways and bicycle trails that would be included in each development, consistent with the Specific Plan and the goals and policies contained in the City's General Plan Circulation Element.

Refer to Section 2.1.1, Consistency with Specific Plan, for additional discussion regarding the proposed project's consistency with the Specific Plan and the provision of bicycle trails within the Buildout Area.

Response to Comment I-3-42

This comment asks if the City is settling for less safety by not providing a barrier or separation on the on-street bike routes, instead of adopting a "complete street" for the proposed project.

As previously discussed, future development projects associated with implementation of the proposed project would be reviewed by the City on a project-by-project basis in order to ensure that the proposed development is consistent with the Specific Plan and would comply with City policies regarding bicycle infrastructure, including safety requirements. As such, proposed bike paths, which may include off-street trails and/or on-street bike lanes, would be required to meet relevant safety criteria.

Response to Comment I-3-43

This comment provides a summary of the specific comments discussed above.

The City acknowledges this comment. Because the comment does not contain any new substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, beyond those provided and responses to above, no further response is required. Refer to Response to Comment I-3-25 through Response to Comment I-3-41, above.

Further, future development projects associated with implementation of the proposed project would be reviewed by the City on a project-by-project basis in order to ensure that the proposed development is consistent with the Specific Plan and would comply with City policies regarding bicycle infrastructure, including safety requirements. As such, proposed bike paths, which may include off-street trails and/or on-street bike lanes, would be required to meet relevant safety criteria.

Response to Comment I-3-44

This comment states that the City's General Plan, particularly the Circulation Element, is outdated and should be updated.

The City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-45

This comment asks that since the proposed VTTM No. 19247 denotes that the Lexington Drive parcels were already dedicated to the city and accepted by the City in a previous parcel map, if the race course has been using City property or if there is an agreement that can be made available to the public.

The City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-46

This comment asks what, if any, on-street bike lanes would be placed along Lexington Drive.

As previously discussed, because the proposed project is analyzed in the Draft EIR at the programmatic level, the specific future projects associated with implementation of the proposed project, including the specific bike lanes that would be constructed as part of buildout cannot be determined at this time. Future development projects associated with implementation of the proposed project would be reviewed by the City on a project-by-project basis in order to ensure that the proposed development is consistent with the Specific Plan and would comply with City policies regarding bicycle infrastructure. Specifically, through the design review process, future development projects would be required to submit a detailed site plan that depicts the pedestrian pathways and bicycle trails that would be included in each development.

Response to Comment I-3-47

This comment contains questions on the symbols and notations on the proposed VTTM No. 19247, including what the cross-hatching means on the upper Lexington Dedication and what "LARC/OC property" denoted on the southerly portion of the park means.

The City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-48

This comment claims that there are exhibits missing from the City's General Plan Circulation Element posted on the City's website.

The City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-49

This comment is related to the Traffic Study prepared for the proposed project and claims that there is no information provided in the Traffic Study related to the specific design and dimensions of future bicycle lanes/trails.

As previously discussed, because the proposed project is analyzed in the Draft EIR at the programmatic level, the specific future projects associated with implementation of the proposed project, including the specific bike lanes that would be constructed as part of buildout cannot be determined at this time. Future development projects associated with implementation of the proposed project would be reviewed by the City on a project-by-project basis in order to ensure that the proposed development is consistent with the Specific Plan and would comply with City policies regarding bicycle infrastructure. Specifically, through the design review process, future development projects would be required to submit a detailed site plan that depicts the pedestrian pathways and bicycle trails that would be included in each development. These future site plans would detail the

specific design and dimensions of the bicycle lanes/trails that would be included in each development.

Response to Comment I-3-50

This comment raises concerns over the use of Lots 5 and 6, which is designated as Public Park District in the Specific Plan, being used for stormwater detention as it may contain standing water during heavy rain events. This comment refers to another development in the city that included an underground basin and suggests a similar approach would allow year-round use of the parkland proposed for Lots 5 and 6. The comment also questions whether the proposed dual use of Lots 5 and 6 as both a park and stormwater detention area is consistent with the Specific Plan and City's General Plan Recreation Element.

As discussed in Chapter 3.0, Project Description, of the Draft EIR, the proposed project evaluated in the Draft EIR assumes that the Buildout Area would include approximately 11 acres of land on which park and recreational uses would be developed, including the land in Lots 1, 5, and 6 and the two additional acres of public park space that may be located in one or more of the land use districts established in the Specific Plan. The specific amenities and improvements that would be developed in the Public Park District and the additional two acres of public park space would be determined in connection with future development projects that are proposed within the Buildout Area. As provided in Section 4.10, Hydrology and Water Quality, of the Draft EIR, Lots 5 and 6 would contain a proposed detention basin (Basin C), which would collect, detain, and treat stormwater runoff from Drainage Area C, which consists of approximately 61.87 acres in the central portion of the Buildout Area, before discharging to the Cerritos Avenue Storm Drain. As provided in Section 4.10, Basin C would be designed as either an underground detention system and/or a surface detention basin that would collect and store the 100-year high-confidence storm event runoff volume, depending on the final design considerations of the ultimate buildout condition. Because the final design of Basin C is not yet known, Basin C could contain standing water during a heavy rain event if it is constructed as a surface detention basin, or it could be constructed as an underground detention system.

Nevertheless, if Basin C is designed as a surface detention basin and may contain some standing water during heavy rain events, the use of Lots 5 and 6 as both a park and a stormwater detention basin is consistent with common and accepted planning and engineering practices, both within the City, the County, and many other jurisdictions across the State. Multi-benefit stormwater facilities are routinely designed to function as passive or active recreational areas during dry weather conditions while providing temporary stormwater storage during storm events. Such dual-use facilities are consistent with modern stormwater management approaches, including low impact development (LID) and integrated water management strategies, which emphasize maximizing the functional use of land while providing flood control and water quality benefits.

The proposed Basin C, if designed to be a surface detention basin, would be designed to remain dry and available for recreational use under typical conditions. During storm events, Basin C may temporarily hold water for a limited duration to detain peak flows and reduce potential downstream flooding and erosion impacts. These temporary inundation periods are expected to be infrequent,

short-term, and consistent with the design standards provided in the Orange County MS4 Permit. Following storm events, Basin C would drain and return to its intended recreational function.

Although the Specific Plan does not explicitly state that the proposed park would also be used for stormwater management and treatment, the Specific Plan does not preclude this dual use. The Specific Plan also states that existing flood control systems around the Specific Plan area are insufficient and that new development within the Buildout Area would require each development project to be graded and landscaped to reduce the volume of storm water that flows off the Specific Plan Area. In other words, the Specific Plan contemplates maximizing onsite storage of storm water flows and infiltration at various places in the Specific Plan area for each development project in order to reduce potential impacts from runoff into the City's storm drain system.

In addition, this type of design is consistent with applicable regulatory frameworks, including municipal stormwater requirements adopted pursuant to National Pollutant Discharge Elimination System (NPDES) permits and local drainage standards, which encourage or require on-site stormwater detention and multi-benefit use of open space areas. Nothing in these regulations prohibits the co-location of stormwater infrastructure within parkland; rather, such integration is widely encouraged as an efficient and environmentally beneficial land use strategy. In addition, the use of detention basins within designated park areas is not prohibited by the Specific Plan or the City's General Plan Recreation Element.

Accordingly, the proposed use of Lots 5 and 6 for stormwater detention would not preclude its use for recreation but rather would result in a dual-purpose facility that provides both recreational amenities and necessary stormwater management functions.

Response to Comment I-3-51

This comment states that the Specific Plan specifies a second, 8-acre park, located within the Public Park District and adjacent to Cerritos Avenue, in addition to a 10.2-acre public park; however, Lots 5 and 6 would consist of only 7.37 acres of land.

The Specific Plan establishes the development of standards for land uses proposed as part of the proposed project. As established in the Specific Plan, 18.2 acres of land shall be set aside exclusively for two public parks within the Public Park District. This area was considered to be large enough to provide passive and active recreational uses. An additional 2 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.

As the 9-acre Lexington Park has already been developed adjacent to Lots 1 and 2 of VTTM 19247, the Buildout Area would include approximately 11 additional acres of land on which park and recreational uses would be developed. The specific amenities and improvements that would be developed in the Public Park District and additional 2 acres of public park space would be determined in connection with future development projects that are proposed within the Buildout Area. As such, the 7.37 acres of parkland within Lots 5 and 6 would represent a portion of the total parkland development within the Buildout Area, and the overall implementation of the proposed project would develop the Buildout Area with a total of approximately 20 acres of public parkland,

consistent with Specific Plan requirements. In addition, as shown in Figure 2-1 in the voter-approved Specific Plan, the Public Park District adjacent to Cerritos Avenue is identified as 8-acres to the Moody Street centerline. Therefore, the Public Park District would include 7.37 acres of parkland within Lots 5 and 6, with 0.64 acres of the 8-acre Public Park District being within Moody Street. Overall, the amount of open space, improvements, and amenities in the final buildout is not known or defined at this programmatic stage of the proposed project, but would be consistent with requirements in the Specific Plan.

Response to Comment I-3-52

This comment notes that there is a land swap between the project developer and the Grace Church and asks if there is a conflict of interest for anyone who is involved on the project, including City Council, due to being a member of the church.

As discussed in Chapter 3.0, Project Description, of the Draft EIR, the proposed VTTM 19247 includes lots with a total land area of approximately 151.6 acres. The land subject to VTTM 19247 is greater than the Buildout Area as VTTM 19247 includes Lots 8 and 9 (17.55 acres), which are, or will be, part of the Grace Church property, located outside the area governed by the Specific Plan. The environmental analyses in the Draft EIR do not consider future development on Lots 8 and 9 of VTTM 19247. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-3-53

This comment asks if there is a more recent version of the Drainage Report that has been approved by the City.

Appendix H-1 of the Draft EIR provides the *Master Plan of Drainage for Specific Plan 3.0 Buildout Project, 4961 Katella Avenue, Cypress, CA* (Drainage Report)[15] prepared for the proposed project and dated February 25, 2026. Since publication of the Draft EIR, minor updates to the Drainage Report were made to provide internal document consistency updates and to include an updated exhibit from the *Preliminary Water Quality Management Plan, Specific Plan 3.0 Buildout Project* (PWQMP),[16] which is included as **Appendix H-2** to the Draft EIR. This updated Drainage Report[17] was reviewed and approved by the City on March 11, 2026. These minor revisions did not substantially change the information and discussion provided in the Drainage Report and do not require revisions to the hydrology and water quality analysis contained in the Draft EIR or Section 4.10, Hydrology and Water Quality, of the Draft EIR.

---

15 TAIT & Associates, Inc. 2026a. *Master Plan of Drainage for Specific Plan 3.0 Buildout Project, 4961 Katella Avenue, Cypress, CA.* February 25.

16 TAIT & Associates, Inc. 2025. *Preliminary Water Quality Management Plan, Specific Plan 2.0 Buildout Project.* October 29.

17 TAIT & Associates, Inc. 2026b. *Master Plan of Drainage for Specific Plan 3.0 Buildout Project, 4961 Katella Avenue, Cypress, CA.* March 11.

As provided in Section 3.0, Errata, of this Final EIR, **Appendix H-1** of the Draft EIR has been updated to include the approved Drainage Report. As discussed above, the minor revisions made to the Drainage Report do not require revisions to the hydrology and water quality analysis contained in the Draft EIR or Section 4.10, Hydrology and Water Quality, of the Draft EIR.

Response to Comment I-3-54

This comment expresses frustration over the amount and accessibility of project information available on the City's website.

Information relating to the proposed project and Specific Plan is available on the City's website at the following link: https://www.cypressca.org/departments/community-development/planning-division/development-information.

In addition, in accordance with Public Resources Code Sections 21091(a) and 21092(b) and Sections 15105 and 15087(a) of the *State CEQA Guidelines*, a Notice of Availability (NOA) informing the public that a Draft EIR was prepared for the proposed project and was available for public review was posted to the City's website on March 16, 2026. The NOA was also mailed to responsible and trustee agencies and those who had requested it as part of the Notice of Preparation (NOP) scoping process, and hardcopy versions of the NOA were posted at several locations in the vicinity of the Buildout Area. As detailed in the NOA, an electronic version of the Draft EIR was available to the public on the City's website and a copy of the Draft EIR was available for public review at the Cypress Civic Center. Therefore, the Draft EIR was posted and circulated for public review in accordance with all applicable noticing and CEQA public review requirements. In addition, Section 3.2, Specific Plan Background, in Chapter 3.0, Project Description, of the Draft EIR includes a discussion of the history of the Buildout Area and the iterations of the Specific Plans that were approved by the voters.

Response to Comment I-3-55

This comment states that the previous Specific Plan, prior to the current voter-approved Specific Plan, has been removed from the City's website and that the public should be able to review it.

The City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

This page intentionally left blank

Comment Letter I-4

From: ernie hanaoka <ernie628@gmail.com>
Sent: Thursday, April 30, 2026 4:30 PM
To: Alicia Velasco <avelasco@cypressca.org>
Cc: ernie628 <ernie628@gmail.com>; Cheryl Hanaoka <cheryl6283@gmail.com>
Subject: EIR could expand Katella Ave. traffic to beyond "significance" threshold

To: Alicia Velasco, Planning Director for the City of Cypress

We are Ernest and Cheryl Hanaoka, residents of Cypress (NE corner of Moody and Cerritos Ave.) I-4-1

We are concerned with the proposed over congestion of low to medium income residences of the previous Los Alamitos race track property. I-4-2

Parton explained that one alternative is to reduce the number of units by 30% from more than 1900 units to 1,253 units, which would ironically "be significantly closer to the scope previously approved by residents, prior to Measure S, which was 1,250 residences. I-4-3

If the City Council approves the reduced scope in the EIR, the State will likely require the units to be zoned somewhere else. There is no reason why the only alternative needs to be Lincoln Avenue as proposed in Measure S. I-4-4

In fact, Pardon said the housing element and other strategies were partly developed during the pandemic and now deserve a second look because conditions have changed. I-4-5

We agree with George Pardon's assessment. I-4-6

Please re-assess the Katella Ave EIR and reduce the number of proposed residences. I-4-7

Thank you for your consideration,
Ernest and Cheryl Hanaoka

This page intentionally left blank

2.5.4 ERNEST AND CHERYL HANAOKA

Letter Code: I-4
Date: April 30, 2026

Response to Comment I-4-1

This comment provides introductory remarks.

The City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-4-2

This comment states that the commenters are concerned with the proposed over-congestion of low to medium income residences within the LARC property.

The proposed project was developed based on the Specific Plan that was approved by the voters of the City of Cypress on November 5, 2024, which allows for a maximum of 1,926 residential units, including the 135 units already permitted on the seven-acre Melia Property. Therefore, an additional 1,791 residential units (1,926 – 135) may be developed within the Buildout Area, as analyzed in the Draft EIR. The proposed project is consistent with the limits on residential development capacity provided in the voter-approved Specific Plan. In addition, it should be noted that the specific number of affordable (low income), moderate (medium income), or market rate units that would be constructed within the Buildout Area cannot be determined at this time. Future development projects associated with implementation of the proposed project would be reviewed by the City on a project-by-project basis in order to ensure that the proposed development complies with all State and affordable housing requirements.

Response to Comment I-4-3

This comment states that a community member has claimed that there is an alternative that would reduce the number of units by 30 percent (from more than 1,900 units to 1,253 units), which would be significantly closer to the scope previously approved by residents (1,250 residences), prior to Measure S.

The proposed project evaluated in the Draft EIR includes the construction of approximately 1,791 residential units, not over 1,900 residential units, within the Buildout Area. As summarized in Table 3.A: Specific Plan Land Use Plan Summary, in the Draft EIR, although the Specific Plan allows for a maximum of 1,926 residential units, this includes the units allowed on the seven-acre Melia Property. Melia Homes has previously developed the Belmont residential project with 135 units on the Melia Property. Therefore, an additional 1,791 residential units (1,926 – 135) may be developed within the Buildout Area.

On November 5, 2024, the voters of the City of Cypress approved the current Specific Plan pursuant to “Measure S” as part of the City’s Housing Element Implementation Project. The current Specific Plan replaced and superseded the 2018 Specific Plan. Because the current Specific Plan was

approved by voters pursuant to Measure S, this Specific Plan, which allows for a maximum of 1,926 residential units (including the 135 units already allowed on the seven-acre Melia Property), is the current and appropriate land use plan governing development within the Buildout Area.

Refer to Section 2.1.3, Reduced Development Alternative, for the Master Response to comments regarding implementation of a reduced development alternative and associated impacts.

Response to Comment I-4-4

This comment claims that if the City approved the Reduced Development Alternative, the State would likely require the units to be zoned somewhere, and there is no reason why the only alternative needs to be Lincoln Avenue, as proposed in Measure S.

The City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-4-5

This comment states that a community member claimed that the City's Housing Element was partly developed during the COVID-19 pandemic and now deserves a second look as conditions have changed.

The City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-4-6

This comment states that the commenters agree with another community member's assessment of the proposed project.

The City acknowledges this comment. Because the comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, no further response is required.

Response to Comment I-4-7

This comment asks the City to re-assess the Draft EIR and reduce the number of proposed residences.

The City acknowledges this comment. Because the comment does not contain any new substantive comments or questions about the environmental analysis or conclusions contained in the Draft EIR, beyond the comments described above, and no further response is required.

3.0 ERRATA

This section of the Final Environmental Impact Report (EIR) provides changes to the Draft EIR that have been made to clarify, correct, or add to the environmental impact analysis for the proposed Specific Plan 3.0 Buildout Project (project). Such changes are a result of further review of, and public comments related to, the Draft EIR. The changes described in this section are generally minor changes that do not constitute significant new information, change the conclusions of the environmental analysis, or require recirculation of the document (*State California Environmental Quality Act [CEQA] Guidelines* Section 15088.5).

Such changes to the Draft EIR are indicated in this section under the appropriate Draft EIR section. Deletions are shown with ~~strikethrough~~ and additions are shown with underline.

1) Chapter 2.0, Introduction, Section 2.2.3, Draft EIR Public Review Period

Table 2.A: Notice of Preparation Agency Comments Received has been revised to include the letter received by the California Department of Transportation (Caltrans), District 12 on May 5, 2025, in response to the Notice of Preparation (NOP) prepared for the proposed project.

This change was made for clarification only and has no effect on the analysis or conclusions contained in the Draft EIR. In addition, it should be noted that although this NOP comment letter was not included in Table 2.A of the Draft EIR, this letter was summarized and discussed in Section 4.17, Transportation, of the Draft EIR. Table 2.A of the Draft EIR is revised as follows:

Table 2.A: Notice of Preparation Agency Comments Received

Agency/ Organization/ Individual	Date	Comments	Addressed in Section(s) of the EIR
Native American Heritage Commission (NAHC)	April 8, 2025	The NAHC outlined the City's tribal consultation requirements under Assembly Bill 52.	Tribal Cultural Resources
South Coast Air Quality Management District (SCAQMD)	April 23, 2025	SCAQMD raised concerns regarding potential air quality impacts, greenhouse gas emissions, and health risks associated with the Specific Plan 3.0 Buildout Project. SCAQMD recommends that the City rely on the SCAQMD's *CEQA Air Quality Handbook* and use California Emissions Estimator Model (CalEEMod) to quantify emissions, applying both regional air quality significance thresholds and localized significance thresholds (LSTs). SCAQMD requests that the Draft EIR evaluate all phases of construction and operation, including overlapping activities, indirect sources (e.g., vehicle trips), and identify any new stationary or portable equipment that would require SCAQMD permits, recognizing the agency as a Responsible Agency if applicable. SCAQMD emphasizes that if significant adverse impacts are identified, all feasible mitigation measures that go beyond existing legal requirements must be implemented, referencing resources	Air Quality and Greenhouse Gas Emissions

Table 2.A: Notice of Preparation Agency Comments Received

Agency/ Organization/ Individual	Date	Comments	Addressed in Section(s) of the EIR
		such as the 2022 Air Quality Management Plan Mitigation Monitoring and Reporting Plan. SCAQMD further recommends evaluating health risk reduction strategies, such as using enhanced air filtration systems rated MERV 13 (Minimum Efficiency Reporting Value) or better, and requests that the Draft EIR analyze related secondary impacts including increased energy consumption, maintenance, waste generation, and potential limitations in filtration effectiveness.	
Southern California Association of Governments (SCAG)	May 5, 2025	SCAG recommends that the City of Cypress evaluate the project's alignment with the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which outlines goals to reduce greenhouse gas emissions, improve regional air quality, and support an integrated multimodal transportation network. SCAG emphasizes the use of its growth forecasts for population, housing, and employment in assessing potential impacts and planning infrastructure accordingly. Although SCAG does not implement or approve projects, it advises the City to consult the Connect SoCal 2024 Program Environmental Impact Report for guidance on identifying appropriate CEQA mitigation strategies. These may include measures to minimize emissions, reduce vehicle miles traveled, and enhance transportation efficiency. SCAG also highlights that achieving regional sustainability goals depends on local agency action and encourages the use of a side-by-side consistency analysis comparing project features with RTP/SCS goals.	Air Quality, Transportation
Orange County Public Works (OCPW)	May 5, 2025	OCPW stated that it has no comments regarding the Notice of Preparation (NOP) for the Draft EIR.	Not applicable
California Department of Transportation (Caltrans), District 12	May 5, 2025	Caltrans requested that analysis and discussion of the 95 percent vehicle queue be included in the traffic analysis due to the additional trips on the off-ramp(s) that lead to the site and/or left-turn lane to on-ramp that came from the site at the Valley View Street interchange. Caltrans also stated that if there is an overflow to the adjacent lane(s), there is a potential cause of safety concerns.	Transportation
City of Garden Grove[1]	June 3, 2025	The City of Garden Grove requested that a Level of Service (LOS) analysis be prepared for key intersections in the City of Garden Grove that may be impacted by project-related traffic. The City of Garden Grove also provided their Traffic Impact Analysis guidelines.	Transportation

Source = LSA (2026).
Notes: All NOP response letters are included in **Appendix A** of this Draft EIR.
[1] The comment letter from the City of Garden Grove was received after the close of the NOP comment period.

2) Section 4.10, Hydrology and Water Quality

Since publication of the Draft EIR, minor updates to the Drainage Report were made to provide internal document consistency updates and to include an updated exhibit from the Preliminary Water Quality Management Plan (PWQMP) prepared for the proposed project, which is included as **Appendix H-2** to the Draft EIR. Accordingly, **Appendix H-1** of the Draft EIR, which provides the Drainage Report prepared for the proposed project, has been updated to include the Drainage Report that was reviewed and approved by the City on March 11, 2026.

This change was made for clarification only and has no effect on the analysis or conclusions contained in the Draft EIR. The minor revisions made to the Drainage Report did not substantially change the information and discussion provided in the Drainage Report and do not require revisions to the hydrology and water quality analysis contained in the Draft EIR or further revisions Section 4.10, Hydrology and Water Quality, of the Draft EIR.

3) Section 4.17, Transportation

Based on comments received on the Draft EIR and project-specific VMT analysis, Figure 2 in the *Vehicle Miles Traveled (VMT) Analysis for Specific Plan 3.0 Buildout Project* (VMT Memo) prepared for the proposed project has been revised to include the planned Class II On-Road bike path that would bisect the Buildout Area connect Cerritos Avenue and Katella Avenue and the planning Class III On-Road bike path that would extend west from Walker Drive. Accordingly, **Appendix K** of the Draft EIR, which provides the VMT Memo prepared for the proposed project, has been updated to include the revised VMT Memo.

This change was made for clarification only and has no effect on the analysis or conclusions contained in the Draft EIR. The minor revisions made to the VMT Memo do not substantially change the information and discussion provided in the VMT Memo and do not require revisions to the VMT analysis contained in the Draft EIR or further revisions Section 4.17, Transportation, of the Draft EIR.

This page intentionally left blank

DRAFT
ENVIRONMENTAL IMPACT REPORT

SPECIFIC PLAN 3.0 BUILDOUT PROJECT

CYPRESS, CALIFORNIA

MARCH 2026

This page intentionally left blank

DRAFT
ENVIRONMENTAL IMPACT REPORT

SPECIFIC PLAN 3.0 BUILDOUT PROJECT

CYPRESS, CALIFORNIA

MARCH 2026

Submitted to:

City of Cypress
5275 Orange Avenue
Cypress, California 90630

Prepared by:

LSA
3210 El Camino Real, Suite 100
Irvine, California 92602
(949).553-0666

Project No. CCP2201.05

This page intentionally left blank

TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY 1-1
1.1 Introduction 1-1
1.2 Summary of Project Description 1-1
1.3 Potential Areas of Controversy 1-3
1.4 Summary of Impacts and Mitigation Measures 1-4
1.5 Alternatives 1-6
1.6 Summary of Impacts and Mitigation Measures 1-8

2.0 INTRODUCTION 2-1
2.1 Purpose and Type of EIR/Uses of the EIR 2-1
2.2 Public Review Process 2-3
2.3 Scope of this Draft EIR 2-5
2.4 Format of this Draft EIR 2-6
2.5 Incorporation by Reference 2-7

3.0 PROJECT DESCRIPTION 3-1
3.1 Project Location and Existing Environmental Setting 3-1
3.2 Specific Plan Background 3-9
3.3 Specific Plan Characteristics 3-10
3.4 Project Objectives 3-13
3.5 Project Description 3-14

4.0 EXISTING SETTING, ENVIRONMENTAL ANALYSIS, IMPACTS, AND MITIGATION MEASURES 4-1
4.1 Aesthetics 4.1-1
4.2 Agriculture and Forestry Resources 4.2-1
4.3 Air Quality 4.3-1
4.4 Biological Resources 4.4-1
4.5 Cultural Resources 4.5-1
4.6 Energy 4.6-1
4.7 Geology and Soils 4.7-1
4.8 Greenhouse Gas Emissions 4.8-1
4.9 Hazards and Hazardous Materials 4.9-1
4.10 Hydrology and Water Quality 4.10-1
4.11 Land Use and Planning 4.11-1
4.12 Mineral Resources 4.12-1
4.13 Noise 4.13-1
4.14 Population and Housing 4.14-1
4.15 Public Services 4.15-1
4.16 Recreation 4.16-1
4.17 Transportation 4.17-1
4.18 Tribal Cultural Resources 4.18-1
4.19 Utilities and Service Systems 4.19-1

4.20 Wildfire 4.20-1

5.0 ALTERNATIVES 5-1

5.1 Introduction 5-1
5.2 Proposed Project 5-2
5.3 Alternatives Initially Considered but Rejected from Further Consideration 5-6
5.4 Alternatives under Consideration 5-7
5.5 Alternatives Analysis 5-8
5.6 Comparison of Alternatives and Identification of Environmentally Superior Alternative 5-75

6.0 OTHER CEQA CONSIDERATIONS 6-1

6.1 Short-and Long-Term Implications 6-1
6.2 Energy Impacts 6-5
6.3 Summary of Significant Unavoidable Impacts 6-6
6.4 Significant Irreversible Environmental Changes 6-8
6.5 Growth-Inducing Impacts 6-9

7.0 LIST OF PREPARERS AND PERSONS CONSULTED 7-1

7.1 City of Cypress 7-1
7.2 Draft EIR Preparers 7-1
7.3 Technical Report Preparers 7-1
7.4 Persons Consulted 7-3

8.0 REFERENCES 8-1

APPENDICES

A: Notice of Preparation, Scoping Summary Comments
B: Air Quality, CalEEMod Data Files
C: Biological Resources Report
D: Historic Resources Memo and Addendum
E: Energy Calculations
F: Geotechnical Report
G: Phase 1 Environmental Site Assessment
H-1: Drainage Report
H-2: Preliminary Water Quality Management Plan (PWQMP)
I: Noise Analysis
J: CPD Response Letter
K: Vehicle Miles Traveled (VMT) Memorandum
L: Assembly Bill 52 Consultation
M: Sewer Capacity Study
N: Water Supply Assessment (WSA)
O: Will Serve Letters

FIGURES AND TABLES

FIGURES

Figure 3-1: Regional Location 3-3
Figure 3-2: Buildout Area 3-5
Figure 3-3: Surrounding Land Uses 3-7
Figure 3-4: Specific Plan, Land Uses and Allowed Dwelling Units per Acre 3-11
Figure 3-5: Vesting Tentative Map No. 19247 3-17
Figure 4-1: Related Projects 4-5
Figure 4.10-1: Existing Condition Drainage Areas 4.10-3
Figure 4.10-2: Proposed Drainage Areas 4.10-33
Figure 4.10-3: Proposed Drainage Management Areas 4.10-35
Figure 4.13-1: Noise Monitoring Locations 4.13-3
Figure 4.15-1: School District Boundaries and Potential Residential Growth 4.15-7
Figure 5-1: Historic Preservation Alternative 5-19

TABLES

Table 1.A Summary of Impacts and Mitigation Measures from this Draft EIR 1-9
Table 1.B: Applicable Regulatory Compliance Measures 1-19
Table 2.A: Notice of Preparation Agency Comments Received 2-4
Table 4.A: Summary of Related Projects 4-4
Table 4.3.A: Sources and Health Effects of Air Pollutants 4.3-7
Table 4.3.B: Federal and State Ambient Air Quality Standards 4.3-8
Table 4.3.C: Attainment Status of Criteria Pollutants in the South Coast Air Basin 4.3-10
Table 4.3.D: Ambient Air Quality at the Anaheim 1630 W. Pampas Lane Monitoring Station 4.3-12
Table 4.3.E: SCAQMD Air Quality Significance Thresholds 4.3-20
Table 4.3.F: Unmitigated Regional Project Buildout Construction Emissions 4.3-22
Table 4.3.G: Unmitigated Regional Concurrent Grading Emissions 4.3-27
Table 4.3.H: Unmitigated Regional Project Operational Emissions 4.3-28
Table 4.3.I: Mitigated Project Operational Emissions 4.3-28
Table 4.3.J: CARB Recommendations for Siting New Sensitive Land Uses 4.3-36
Table 4.4.A: Vegetation/Land Cover Classifications at the Buildout Area 4.4-2
Table 4.4.B: Summary of Potential Special-Status Species 4.4-5
Table 4.6.A: Energy Consumption Estimates during Construction 4.6-13
Table 4.6.B: Energy Consumption Estimates at Buildout 4.6-14
Table 4.8.A: Global Warming Potential of Greenhouse Gases 4.8-3
Table 4.8.B: Greenhouse Gas Emissions (MT/yr) 4.8-16
Table 4.8.C: Project Consistency with the 2022 Scoping Plan Key Residential and Mixed-Use Project Attributes that Reduce GHGs 4.8-18
Table 4.10.A: Surface Water Quality Objectives for Inland Surface Waters 4.10-15
Table 4.10.B: Water Quality Objectives for Enclosed Bays and Estuaries 4.10-16
Table 4.10.C: Groundwater Quality Objectives for Groundwater Basins 4.10-17

Table 4.10.D: Existing and Proposed Drainage Conditions 4.10-32
Table 4.11.A: Specific Plan Land Use Plan Summary 4.11-8
Table 4.11.B: Maximum/Reasonably Foreseeable Project Buildout 4.11-10
Table 4.11.C: Connect SoCal Consistency Analysis 4.11-12
Table 4.11.D: General Plan Consistency Analysis 4.11-14
Table 4.13.A: City of Cypress Interior and Exterior Noise Standards 4.13-10
Table 4.13.B: Exterior Noise Level Standards 4.13-11
Table 4.13.C: Interior Noise Level Standards 4.13-11
Table 4.13.D: Interpretation of Vibration Criteria for Detailed Analysis 4.13-12
Table 4.13.E: Construction Vibration Damage Criteria 4.13-12
Table 4.13.F: Off-Site Sensitive Receptors 4.13-13
Table 4.13.G: Existing Noise Level Measurements 4.13-14
Table 4.13.H: Typical Maximum Construction Equipment Noise Levels (L_{max}) 4.13-19
Table 4.13.I: Traffic Noise Levels Without and With Proposed Project 4.13-23
Table 4.13.J: Vibration Source Amplitudes for Construction Equipment 4.13-24
Table 4.14.A: Connect SoCal Population and Housing Forecasts (2019–2050) 4.14-2
Table 4.14.B: City of Cypress and Orange County Age Characteristics (2022) 4.14-3
Table 4.15.A: Incident Information for Fire Station Nos. 17, 46, and 84 (2022) 4.15-3
Table 4.15.B: Residential Lot Acreage and Residential Dwelling Units Distribution by School District 4.15-17
Table 4.15.C: Student Generation Factor 4.15-18
Table 4.16.A: City of Cypress Parks and Recreational Facilities in the Vicinity of the Buildout Area 4.16-3
Table 4.17.A: Project Residential VMT Impacts 4.17-20
Table 4.19.A: Orange County Class III Landfills 4.19-3
Table 4.19.B: Projected Water Demands by Use Through 2045 (AFY) 4.19-6
Table 4.19.C: Total Water Supplies Available to GSWC West Orange Through 2045 (AFY) 4.19-6
Table 4.19.D: Existing and Proposed Drainage Conditions 4.19-16
Table 5.A: Comparison of Project Buildout for the Proposed Project and Historic Preservation Alternative 5-21
Table 5.B: Proposed Project and Project Alternatives Impact Comparison 5-75
Table 5.C: Summary of Ability of the Proposed Project and Alternatives to Address Project Objectives 5-83

LIST OF ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius
°F	degrees Fahrenheit
µg/m^3	micrograms per cubic meter
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACMs	asbestos-containing materials
ACS	American Community Survey
ACWM	asbestos-containing waste material
ADA	Americans with Disabilities Act
ADT	average daily traffic
AELUP	Airport Environs Land Use Plan
afy	acre-feet per year
AGR	agricultural supply
ALUC	Airport Land Use Commission
APA	American Planning Association
APN	Assessor's Parcel Number
APS	Alternative Planning Strategy
APST	Aboveground Petroleum Storage Tank
AQMP	Air Quality Management Plan
ASBS	Areas of Special Biological Significance
ASCE	American Society of Civil Engineers
AST	Aboveground Storage Tank
ASTM	American Society for Testing and Materials
AUHSD	Anaheim Union High School District
Basin	South Coast Air Basin
Basin Plan	Santa Ana RWQCB's Water Quality Control Plan
BEP	Business Emergency Plan
BER	business environmental risk
BHMMP	Bat Habitat Mitigation and Monitoring Plan

BMPs	Best Management Practices
BRA	Biological Resources Assessment
BTU	British Thermal Units
CA MUTCD	California Manual on Uniform Traffic Control Devices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire Protection
Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Occupational Safety and Health Administration
CalARP	California Accidental Release Prevention
CalEEMod	California Emissions Estimator Model
CALGreen Code	California Green Building Standards Code
California Register	California Register of Historical Resources
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CARB Handbook	CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDMG	California Division of Mines and Geology (now known as the California Geological Survey or CGS)
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERS	California Environmental Reporting System
CESA	California Endangered Species Act
CFC	California Fire Code

CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
cfs	cubic feet per second
cfs/acre	cubic feet per second per acre
CGS	California Geological Survey
CH_4	methane
CHRB	California Horse Racing Board
CHRIS	California Historical Resources Information System
City	City of Cypress
City MPD	City of Cypress' Master Plan of Drainage
CLCA	California Land Conservation Act of 1965
CMC	Cypress Municipal Code
CMP	Congestion Management Plan
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalents
COM	commercial
Connect SoCal 2024	The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments
COSR	Conservation/Open Space/Recreation
County	County of Orange
County Guidelines	*Guidelines For Evaluating Vehicle Miles Traveled Under CEQA for Orange County*
CPD	Cypress Police Department
CPT	Cone Penetration Test
CPTED	Crime Prevention Through Environmental Design
CPUC	California Public Utilities Commission
CREC	controlled recognized environmental condition
CSD	Cypress School District

CTR	California Toxics Rule
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
DAMP	Drainage Area Management Plan
dB	decibel
dBA	A-weighted decibel
DDD	dichlorodiphenyldichloroethane
DDE	dichlorodiphenyldichloroethylene
DDT	dichlorodiphenyltrichloroethane
DIR	California Department of Industrial Relations
DMAs	Drainage Management Areas
DOC	California Department of Conservation
DOSH	Division of Occupational Safety and Health
DPM	diesel particulate matter
DPR	California Department of Parks and Recreation
Draft EIR	Draft Environmental Impact Report
DTSC	California Department of Toxic Substances Control
du/ac	dwelling units per acre
DWR	California Department of Water Resources
EDD	California Employment Development Department
EDR	Environmental Data Resources, Inc.
EIA	Energy Information Administration
EIR	Environmental Impact Report
EJ	environmental justice
EMFAC2025	California Emissions Factor Model, Version 2025
EO	Executive Order
ESA	Environmental Site Assessment
EV	electric vehicle
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation, also floor area ratio
FC	Federal Candidate

FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZs	Fire Hazard Severity Zones
FHWA	Federal Highway Administration
FIRM	Federal Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
Forest Practice Act	Z'Berg-Nejedly Forest Practice Act
FRA	Federal Responsibility Area
FRAP	Fire and Resources Assessment Program
FSZ	Farmland Security Zone
FTA	Federal Transit Administration
FTA Manual	FTA's 2018 *Transit Noise and Vibration Impact Assessment Manual*
FY	Fiscal Year
g	acceleration due to gravity
GHG	greenhouse gas
GIS	Geographic Information System
gpy	gallons per year
GSP	Groundwater Sustainability Plan
GSWC	Golden State Water Company
GWh	gigawatt-hours
GWP	Global Warming Potential
HA	hydrologic area
HABS	Historic American Building Survey
HASP	Health and Safety Plan
HAZNET	DTSC's Hazardous Waste Tracking System
HCD	California Department of Housing and Community Development
HCOC	hydrologic conditions of concern
HCP	Habitat Conservation Plan
HCS	Habitat Classification System
HDR	High-Density Residential

HFCs	hydrofluorocarbons
HI	hazard index
HMD	Hazardous Materials Disclosure
HMSS	OCFA's Hazardous Materials Services Section
HQTA	High Quality Transit Area
HQTC	High-Quality Transit Corridor
HRA	Health Risk Assessment, also Historic Resources Assessment
HREC	Historical Recognized Environmental Condition
HRI	California Historic Resources Inventory
HSA	hydrologic subarea
HSC	California Health and Safety Code
HU	hydrologic unit
HVAC	heating, ventilation, and air conditioning
HW	Hazardous Waste
HWCL	Hazardous Waste Control Law
I-5	Interstate 5
I-405	Interstate 405
I-605	Interstate 605
ICC	International Code Council
IFC	International Fire Code
in/sec	inches per second
IND	industrial service supply
IPaC	Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
IS/MND	Initial Study/Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
JFTB Los Alamitos	Joint Forces Training Base Los Alamitos
kWh	kilowatt-hours
LARC	Los Alamitos Race Course
LAUSD	Los Alamitos Unified School District
LBP	lead-based paint

lbs/day	pounds per day
LCFS	low carbon fuel standard
LCI	Governors' Office of Land Use and Climate Innovation, previously known as the Governor's Office of Planning and Research
LEED	Leadership in Energy and Environmental Design
LESA	Land Evaluation and Site Assessment
L_{dn}	day-night average noise level
L_{eq}	equivalent continuous sound level
L_{max}	maximum noise level
LID	Low Impact Development
LIP	Local Implementation Plan
LST	Localized Significance Thresholds
LUST	Leaking Underground Storage Tank
Lv	root mean square vibration level
Ma	million years ago
MBTA	Migratory Bird Treaty Act
MDR	Medium-Density Residential
MERV	Minimum Efficiency Reporting Value
mg/L	milligrams per liter
mgd	million gallons per day
MICR	maximum individual cancer risk
MLD	Most Likely Descendant
MMT	million metric tons
MMT CO_2e	million metric tons of carbon dioxide equivalents
MPAH	Master Plan of Arterial Highways
mph	miles per hour
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MT	metric tons
MT/yr	metric tons per year

MTBE	methyl tertiary butyl ether
MUN	municipal and domestic supply
MUTCD	California Manual of Uniform Traffic Control Devices
MWD	Metropolitan Water District
MWDOC	Municipal Water District of Orange County
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NCCP	Natural Community Conservation Plan
NCCP/HCP	Natural Community Conservation Plan/Habitat Conservation Plan
NFHL	National Flood Hazard Layer
NFIP	National Flood Insurance Program
NFPA	National Fire Protection Association
NHMLA	National History Museum of Los Angeles County
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NIMS	National Incident Management System
NMAs	Neighborhood Mobility Areas
NO_2	nitrogen dioxide
NOC	Notice of Completion
NOE	Notice of Exemption
NOI	Notice of Intent
NOP	Notice of Preparation
NOT	Notice of Termination
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
NRCS	Natural Resources Conservation Service
O&M	Operations and Maintenance

O_3	ozone
OC Basin	Orange County Groundwater Basin
OC San	Orange County Sanitation District
OCFA	Orange County Fire Authority
OCFCD	Orange County Flood Control District
OCHCA	Orange County Health Care Agency
OCPL	Orange County Public Libraries
OCTA	Orange County Transportation Authority
OCTAM	Orange County Transportation Analysis Model
OCWD	Orange County Water District
OHP	California Office of Historic Preservation
OPR	Governor's Office of Planning and Research, now known as the Governors' Office of Land Use and Climate Innovation (LCI)
OSHA	Occupational Safety and Health Administration
OSHPD	Department of Health Care Access and Information
OTB	off track betting
P.A.C.E.	Positive Actions through Character Education
PA	Production-Attraction
Pb	lead
PC	Planned Community
PCB	polychlorinated biphenyl
PCH	Pacific Coast Highway, also State Route 1
pCi/L	picocuries per liter
PDAs	Priority Development Areas
PEIR	Program Environmental Impact Report
PFCs	perfluorocarbons
Phase I ESA	Phase I Environmental Site Assessment
PM	particulate matter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PM_{10}	particulate matter less than a10 microns in diameter
Porter-Cologne Act	Porter-Cologne Water Quality Control Act of 1970

ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
PROC	industrial process supply
proposed project	Specific Plan 3.0 Buildout Project
PV	photovoltaic
PWQMP	Preliminary Water Quality Management Plan
QH	Quarter Horse
RCB	reinforced concrete box
RCP	Regional Comprehensive Plan, also reinforced concrete pipe
RCRA	Resource Conservation and Recovery Act
RCRA-SQG	Resource Conservation and Recovery Act Small Quantity Generator
RECs	Recognized Environmental Conditions
RHNA	Regional Housing Needs Assessment
RMS	root-mean-square
ROCs	reactive organic compounds
ROGs	reactive organic gases
ROW	right-of-way
RPS	Renewables Portfolio Standard
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan /Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SA	California Special Animal
SARFPA	Santa Ana River Flood Protection Agency
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCH	State Clearinghouse

SCS	Sustainable Communities Strategy
SDSs	Safety Data Sheets
SEMS	Standard Emergency Management System
SF_6	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SHL	California Historical Landmarks
SHMA	Seismic Hazard Mapping Act
SHMP	California State Hazard Mitigation Plan
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act
SMARTS	Stormwater Multiple Application and Report Tracking System
SMGB	California State Mining and Geology Board
SO_2	sulfur dioxide
SoCalGas	Southern California Gas Company
Specific Plan	Cypress Town Center and Commons Specific Plan 3.0
SPHI	California Points of Historical Interest
SPT	Standard Penetration Test
SR-1	State Route 1, also PCH
SR-22	State Route 22
SR-39	State Route 39, also Beach Boulevard
SR-55	State Route 55
SR-91	State Route 91
SRA	State Responsibility Area
SSC	California Species of Special Concern
ST	California State Threatened
State	State of California
State CEQA Guidelines	Guidelines for the California Environmental Quality Act
SVP	Society of Vertebrate Paleontology
SWPPP	Stormwater Pollution Prevention Plan

SWRCB	State Water Resources Control Board
TACs	Toxic Air Contaminants
TAZ	Transportation Analysis Zones
TB	thoroughbred
TCP	transportation construction plan
TCRs	tribal cultural resources
TDM	Transportation Demand Management
TDS	total dissolved solids
TGD, also Technical Guidance Document	Technical Guidance Document (TGD) for the Preparation of Conceptual/Preliminary and/or Project Water Quality Management Plans
TIA	Traffic Impact Analysis
TMDL	Total Maximum Daily Loads
TPAs	Transit Priority Areas
TPZs	Timberland Production Zones
Tribe	Gabrieleño Band of Mission Indians – Kizh Nation
TTM	Tentative Tract Map
TUA	Traditional Use Area
U.S.	United States
UNFCCC	United Nations Framework Convention on Climate Change
USACE	United States Army Corps of Engineers
USC	United States Code
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
VdB	vibration velocity decibels
VECs	vapor encroachment conditions

VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VOCs	volatile organic compounds
VTTM	Vesting Tentative Tract Map
WHO	World Health Organization
WOTUS	Waters of the United States
WQMP	Water Quality Management Plan
WSA	Water Supply Assessment
WUI	Wildland Urban Interface
ZEVs	zero emission vehicles

This page intentionally left blank

1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that local government agencies, before taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a document designed to provide to the public and to local and State governmental agency decision-makers an analysis of potential environmental consequences of a project to support informed decision-making.

This Draft EIR (Draft EIR) has been prepared by the City of Cypress (City) to evaluate environmental impacts associated with the proposed Specific Plan 3.0 Buildout Project (proposed project); to discuss alternatives; and to propose mitigation measures that will minimize, offset, or otherwise reduce or avoid the identified potentially significant environmental impacts.

This Draft EIR has been prepared pursuant to the requirements of CEQA and the *State CEQA Guidelines*. The City is the Lead Agency, and as such, has reviewed all submitted drafts, technical studies, and reports for consistency with applicable City regulations and policies and has commissioned the preparation of this EIR to reflect its own independent judgment.

Data for this Draft EIR was obtained from on-site field observations; discussion with affected agencies; review of adopted plans and policies; review of available studies, reports, and data; and specialized environmental assessments prepared for the project (e.g., air quality, biology, geology, hazards, historic, hydrology and water quality, noise, utilities, and traffic).

The Executive Summary is intended to highlight the major areas of importance in the environmental analysis for the proposed project as required by *State CEQA Guidelines* Section 15123. The Executive Summary includes a brief description of the proposed project, areas of controversy known to the City, including issues raised by agencies and the public, a summary of the significant unavoidable impacts of the proposed project, and a summary of alternatives evaluated in the EIR. This Executive Summary also provides a table summarizing (1) the potential environmental impacts that would occur as a result of project implementation and operation; (2) the level of significance prior to implementation of mitigation measures; (3) regulatory compliance measures and mitigation measures that avoid or reduce the significant impacts of the proposed project, and (4) the level of significance after mitigation measures are implemented.

1.2 SUMMARY OF PROJECT DESCRIPTION

The proposed project analyzed in this Draft EIR consists of the reasonably foreseeable buildout of a portion of the area governed by the Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan) that includes approximately 134 acres of land (Buildout Area) in Cypress. The City of Cypress voters approved the Specific Plan on November 5, 2024, pursuant to "Measure S" as part of the Housing Element Implementation Project. The proposed project includes the approval of Vesting Tentative Tract Map No. 19247 (VTTM 19247). VTTM 19247 includes lots with a total land area of approximately 151.6 acres. The land subject to VTTM 19247 is greater than the Buildout Area as VTTM 19247 includes Lots 8 and 9 (17.55 acres), which are, or will be, part of the Grace Church

property, which is located outside the area governed by the Specific Plan. The environmental analyses in this Draft EIR do not consider future development on Lots 8 and 9 of VTTM 19247.

In addition, the proposed project does not consider the development of two discrete portions of the land subject to the Specific Plan, which include (1) seven acres of land within the area governed by the Specific Plan (Melia Property) that Melia Homes has previously developed as the Belmont residential project (State Clearinghouse [SCH] 2020099025) and (2) nine acres of land on which the City has previously developed Lexington Park. The Specific Plan also included 20 acres of public park space spread throughout the Specific Plan Area. The City previously constructed Lexington Park on nine acres of that land, which land was donated to the City by Cypress GC, LLC.

The proposed project evaluated in this Draft EIR includes 1,791 residential units and 440,000 square feet of non-residential uses that could occur within the Buildout Area.

1.2.1 Project Characteristics

Residential Development: As summarized in **Table 3.A: Specific Plan Land Use Plan Summary** in Chapter 3.0, Project Description, the Specific Plan allows for a maximum of 1,926 residential units, including the units allowed on the seven-acre Melia Property. Melia Homes previously developed the Belmont residential project with 135 units on the Melia Property. Therefore, as shown in **Table 3.A**, an additional 1,791 residential units (1,926 – 135) may be developed within the Buildout Area.

Non-Residential Development: As shown in **Table 3.A**, the Specific Plan permits an aggregate maximum of 879,170 square feet of non-residential floor area within the Buildout Area. However, it is anticipated that, based on current and reasonably foreseeable future market conditions, the buildout of the Buildout Area will include substantially less than 879,170 square feet of non-residential development. Therefore, the environmental analyses in this Draft EIR are based in part on the assumption that only 440,000 square feet of non-residential development will occur within the Buildout Area. This represents approximately 50 percent of the maximum amount of permitted non-residential development. If non-residential development that cumulatively exceeds 440,000 square feet is later proposed within the Buildout Area, additional environmental review in accordance with the provisions of CEQA and the *State CEQA Guidelines* may be required if and to the extent such non-residential development requires any discretionary action by the City.

Development of Lot 14: Melia Homes has proposed a project (Lot 14 Project) on the entirety of Lot 14 in proposed VTTM 19247, which includes approximately 7.33 acres of land, as shown on **Figure 3-5: Vesting Tentative Map No. 19247** and **Table 3.B: Maximum/Reasonably Foreseeable Project Buildout**, in Chapter 3.0, Project Description. The Lot 14 Project includes the subdivision of proposed Lot 14 into 8 lots (Lots 1–6, A and B) for condominium purposes for the construction and sale of 112 attached townhomes, with common areas for landscaping, recreation center, parking, drive aisles and easements. The Lot 14 Site is located in the Mixed-Use (Town Center/MDR) District established in the Specific Plan.

As shown in in **Table 3.B**, the analyses in this Draft EIR are based on the assumed development of Lot 14 with 128 residential units and a portion of the 440,000 square feet of non-residential

development that is anticipated to occur in the Buildout Area. Given that the Lot 14 Project includes only 112 residential units (fewer than the 120 residential units assumed for analytical purposes in this Draft EIR) and no non-residential uses, the environmental analyses in this Draft EIR fully account for the proposed Lot 14 Project and are conservative in that they overstate the environmental impacts associated with the development of Lot 14.

1.2.2 Relationship to Lots in VTTM 19247

As shown in **Figure 3-5: Vesting Tentative Map No. 19247** in Chapter 3.0, Project Description, proposed VTTM 19247 would divide the Buildout Area and other land currently owned by Grace Church into 14 numbered lots. The numbered lots would accommodate the development of residential, non-residential and park and recreational uses. VTTM 19247 also includes existing Siboney Street, land that would be used to expand a portion of Lexington Drive adjacent to Lot 1 and Lexington Park, the further extension of Vessels Circle between Lots 7 and 12 and the extension of Moody Street to connect to Siboney Street, with Siboney Street becoming part of Moody Street.

In accordance with the approved Specific Plan, the proposed project evaluated in this Draft EIR includes residential development on Lots 2 through 4, 7, and 10 through 14, non-residential development on Lots 10 through 14, and the development of park and recreational improvements on Lots 1, 5 and 6 (as well as two additional acres within the Specific Plan that will be specified in the future).

Development on Lots 1, 5 and 6 is limited to park and recreational uses. The Public Park District includes 18.2 of specifically identified land, which includes the nine acres of land that the City previously developed as Lexington Park following its approval as the Cypress Sports Park Project (SCH No. 2019089093).

The proposed project evaluated in this Draft EIR does not assume any development on Lots 8 and 9. Grace Church owns Lot 9 where its existing church facilities are located. It is anticipated that Grace Church would acquire Lot 8 from LARC in exchange for transferring ownership of Lots 5 and 10 to LARC. Following this anticipated land swap, Grace Church would own Lots 8 and 9, which collectively include approximately 17.55 acres of land and are not located within the Buildout Area. Lots 8 and 9 have been included in VTTM 19247 solely in connection with the contemplated land swap and no development is presently contemplated on those lots by Grace Church.

The maximum residential buildout and reasonably foreseeable non-residential buildout of the Buildout Area pursuant to the Specific Plan, shown in **Table 3.B**, reflects the land swap described above and therefore includes Lots 5 and 10, and excludes Lots 8 and 9.

1.3 POTENTIAL AREAS OF CONTROVERSY

Pursuant to *State CEQA Guidelines* Section 15123, this Draft EIR acknowledges the areas of controversy and issues to be resolved that are known to the City or were raised during the scoping process. The City held a public scoping meeting on April 16, 2025, to present the proposed project and to solicit input from interested parties regarding environmental issues that should be addressed in this Draft EIR. One member of the public attended the scoping meeting. They did not raise any issues or concerns about the proposed project.

During the Notice of Preparation (NOP) comment period, the City received five comment letters, including from the Native American Heritage Commission (NAHC), South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG), the Orange County Public Works Department (OCPW), and the California Department of Transportation (Caltrans). These letters included comments related to tribal cultural resources, air quality, greenhouse gas emissions, and transportation impacts with implementation of the proposed project. In addition, one letter, from the City of Garden Grove, was received after the close of the NOP comment period and included comments related to transportation impacts with implementation of the proposed project.

This Draft EIR addresses the above areas of concern in detail, examines project-related and cumulative environmental impacts, identifies significant adverse environmental impacts, and proposes mitigation measures and/or alternatives designed to reduce or eliminate potentially significant impacts. **Appendix A** to this Draft EIR includes the written comments received in response to the NOP and a comment summary.

1.4 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Section 15126.2(b) of the *State CEQA Guidelines* requires that an EIR describe significant environmental impacts that cannot be avoided, including those effects that can be mitigated but not reduced to a less than significant level. This summary provides an overview of the analysis contained in Chapter 4.0, Setting, Impacts, and Mitigation Measures, of this Draft EIR.

1.4.1 Significant Impacts

Under CEQA, a significant impact on the environment is defined as "…a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." As discussed in more detail in Chapter 4.0 of this Draft EIR, impacts in the following areas would be potentially significant without the implementation of mitigation measures, but would be reduced to a less than significant level if the mitigation measures recommended in this Draft EIR are implemented:

- Biological Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Transportation
- Tribal Cultural Resources

In addition, as discussed in more detail in Chapter 4.0 of this Draft EIR, impacts in the following areas would be significant and unavoidable, even with implementation of mitigation measures recommended in this Draft EIR, as discussed in more detail below:

- Air Quality
- Cultural Resources
- Transportation

1.4.1.1 Air Quality

Conflict with Air Quality Plan. Although the proposed project would be consistent with Indicator 2 of SCAQMD's 2022 Air Quality Management Plan (AQMP) as the proposed project would not exceed the growth assumptions in the SCAG's 2024–2050 RTP/SCS (Connect SoCal 2024) or the 2022 AQMP, the proposed project would have the potential to conflict or obstruct implementation of applicable air quality plans under Indicator 1 of the 2022 AQMP because buildout of the proposed project would result in significant and unavoidable long-term operational pollutant emissions. Although there is no feasible mitigation to reduce operational pollutant emissions to a less than significant level, **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1** would incorporate design features that would contribute to reducing criteria air pollutant emissions generated during operational activities associated with the proposed project. Nevertheless, because the proposed project would conflict with Indicator 1, impacts related to conflict with the applicable air quality plan would be **significant and unavoidable.**

Operational Emissions. As discussed in Section 4.3, Air Quality, operational emissions associated with the proposed project would exceed the South Coast Air Quality Management District's (SCAQMD) thresholds and it is assumed that construction and operational emissions combined would exceed the significance threshold established by the SCAQMD for daily project emissions. **Mitigation Measure AIR-1,** which requires the implementation of all feasible measures to reduce operational impacts associated with buildout envisioned under the proposed project, and **Mitigation Measure TRA-1,** which requires the implementation of Transportation Demand Management (TDM) strategies to lower project VMT for the proposed project's residential component, would further reduce impacts. With implementation of **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1**, NO_x emissions would be reduced to below the SCAQMD's significance criteria. However, VOC emissions would still exceed the SCAQMD's significance criteria. As there are no additional feasible mitigation measures that would reduce project operational-source VOC emissions to a less-than-significant level, operation of the proposed project would result in a **significant and unavoidable** impact related to a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard.

1.4.1.2 Cultural Resources

Historical Resources. Proposed project implementation would include the demolition of the character-defining features of the LARC Property and as such would result in a substantial adverse change to a historic architectural resource under CEQA, as outlined in Section 4.5, Cultural Resources, of this Draft EIR, which is a potentially significant impact.

The proposed project would be required to implement **Mitigation Measures CUL-1** through **CUL-3** which require documentation, interpretation, and archival preservation of the Los Alamitos Race Course's historic significance prior to demolition or redevelopment. Measures include (1) the donation of historic photographs and memorabilia to a local library or Orange County–based historical society for exhibit or archival purposes; (2) incorporation of on-site interpretive features such as a publicly accessible historical marker and/or design elements referencing Frank Vessels, Sr., the Vessels family, racing history, and notable Quarter Horses; and (3) preparation of HABS-like documentation, consistent with the Secretary of the Interior's Standards, by a qualified historian

prior to demolition of any character-defining features. The documentation would include photographic recordation, a detailed historical narrative, and archival research, with materials donated to appropriate local and regional archival repositories. However, impacts to historical resources as defined in *State CEQA Guidelines* Section 15064.5 would remain **significant and unavoidable.**

1.4.1.3 Transportation

Vehicle Miles Traveled. As discussed in Section 4.17, Transportation, the residential component of the proposed project would result in a higher VMT per capita than the County's residential VMT significance thresholds under both existing and cumulative plus project conditions by 11.6 percent, and thus would result in a potentially significant impact. As such, the proposed project would be required to implement feasible TDM strategies to mitigate the proposed project's VMT impact, as detailed in **Mitigation Measure TRA-1**.

These VMT reduction measures include constructing or improving bicycle facilities that would connect the proposed project to the existing regional bicycle network and improving the pedestrian network, including the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area. However, the implementation of these measures would only reduce the proposed project's residential VMT impact by 1.2 percent. As such, even with implementation of the identified TDM strategies, the proposed project's residential VMT impact would remain significant, with a residential VMT impact of 10.4 percent over the significance threshold. Therefore, the proposed project's VMT impact would be **significant and unavoidable**.

1.4.2 Cumulative Impacts

CEQA defines cumulative impacts as "two or more individual effects which, when considered together, are considerable, or which can compound or increase other environmental impacts." Section 15130 of the *State CEQA Guidelines* requires that an EIR evaluate potential environmental impacts that are individually limited but cumulatively significant. These impacts can result from the proposed project when combined with other past, present, or reasonably foreseeable future projects. As discussed in more detail in Chapter 4.0 of this Draft EIR, cumulative impacts in the following areas would be significant and unavoidable, even with implementation of mitigation measures recommended in this Draft EIR:

- Air Quality
- Cultural Resources
- Transportation

1.5 ALTERNATIVES

1.5.1 Alternatives Evaluated in this Draft EIR

Public Resources Code (PRC) Section 21100 and *State CEQA Guidelines* Section 15126 require an EIR to identify and discuss a No Project Alternative and a reasonable range of alternatives to the proposed project that would feasibly attain most of the basic objectives of the project and would avoid or substantially lessen any of the significant environmental impacts. The following three alternatives have been determined to represent a reasonable range of alternatives that have the

potential to feasibly attain most of the basic objectives of the proposed project but that may avoid or substantially lessen any of the significant impacts of the proposed project. Therefore, the alternatives considered in this Draft EIR include the following:

- **No Project Alternative.** Under the No Project Alternative, the Buildout Area would not be developed with new residential or non-residential uses. The Buildout Area would remain as it is in its current condition, with no demolition of existing structures, grading, or new construction occurring within the Buildout Area. Specifically, the Buildout Area would remain developed with the existing structures and facilities that support horse racing, training, and community activities, including the race track, grandstand structure, three artificial lakes inside the race track, one-story clubhouse and restaurant structures, lighting structures, approximately 41 permanent one-story barns and several temporary structures and barn; and parking structures. In addition, the roadway improvements and extensions envisioned under the proposed project would not occur.

- **Historic Preservation Alternative.** The Historic Preservation Alternative would develop new residential and non-residential uses within the Buildout Area; however, the character-defining features at the LARC Property would be retained and converted into a performance venue for future concerts, plays, and other entertainment performances. Lots 5 through 8 and portions of Lots 3 and 4 would be used as a park/recreational use that is open to the public when the performance venue is not in use. Overall, the Historic Preservation Alternative would result in development of approximately 1,400 residential units and 440,000 square feet of non-residential development. The existing character-defining features of the LARC Property that would be retained include the original pre-1970 track, the 1954 quarter-mile chute, the infield and ponds, and a portion of the grandstand, as outlined in Section 5.5.2 below. All non-historic features of the race course, including the race-track extensions, barns, temporary buildings, clubhouse building, and annex would be demolished. Siboney Street would only be extended to the intersection of Vessels Circle and would not extend to Moody Street. Existing restaurants, food service, and the three existing lakes within the original race track would be retained.

- **Reduced Development Alternative (30% Reduction).** Under the Reduced Development Alternative, the overall intensity of the proposed project, including residential and commercial development, would be reduced by 30 percent. As such, the Reduced Development Alternative would facilitate the future development of 1,253 residential units and approximately 308,000 square feet of non-residential uses.

1.5.2 Identification of the Environmentally Superior Alternative:

CEQA requires the identification of an Environmentally Superior Alternative among the proposed project and the alternatives evaluated in an EIR. *State CEQA Guidelines* Section 15126.6(e)(2) provides that, if the No Project Alternative is the Environmentally Superior Alternative, then the EIR shall also identify an Environmentally Superior Alternative among the other alternatives and the proposed project.

The No Project Alternative would have the fewest environmental impacts and would be the environmentally superior alternative. However, under CEQA, if the No Project Alternative is the

environmentally superior alternative, the EIR must identify an environmentally superior alternative from among the other alternatives (*State CEQA Guidelines* Section 15126.6(e)(2)). While the No Project Alternative would be environmentally superior in the technical sense in that contribution to the aforementioned impacts would not occur, it would also fail to achieve any of the project's objectives. Because the Historic Preservation Alternative would avoid the significant and unavoidable impact to historical resources as defined in *State CEQA Guidelines* Section 15064.5 associated with the proposed project, the Historic Preservation Alternative is considered the Environmentally Superior Alternative. As discussed above, the Reduced Development Alternative would not avoid the significant and unavoidable impact on historical resources as it would include the demolition and removal of the character-defining features that contribute to the LARC Property's eligibility for listing in the National Register and California Register. None of the selected alternatives would avoid the significant and unavoidable impacts associated with VMT, air quality, or greenhouse gas emissions. Accordingly, the Historic Preservation Alternative is considered the Environmentally Superior Alternative.

1.6 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Information in **Table 1.A: Summary of Impacts and Mitigation Measures from this Draft EIR** summarizes the mitigation measures identified in this Draft EIR and has been organized to correspond with environmental issues discussed in Chapter 4.0. **Table 1.B: Applicable Regulatory Compliance Measures** summarizes the regulatory compliance measures that would be applicable to the proposed project. **Table 1.A** is arranged in four columns: (1) impacts; (2) level of significance without mitigation; (3) regulatory compliance measures and/or mitigation measures; and (4) level of significance with mitigation. **Table 1.B** is arranged in two columns: (1) environmental issue areas and (2) regulatory compliance measures. Levels of significance are categorized as follows:

PS	Potentially Significant
LTSM	Less Than Significant with Mitigation
SU	Significant and Unavoidable

Table 1.A: Summary of Impacts and Mitigation Measures from this Draft EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
4.1 AESTHETICS			
There are no significant impacts related to aesthetics.			
4.2 AGRICULTURE AND FORESTRY RESOURCES			
There are no significant impacts related to agriculture and forestry resources.			
4.3 AIR QUALITY			
Long-term operational emissions associated with the proposed project would exceed the SCAQMD's established significance thresholds, which would be inconsistent with Indicator 1 of the SCAQMD's 2022 AQMP.	PS	**Mitigation Measure AIR-1:** Prior to issuance of grading permits for development projects in the Buildout Area, a future project applicant in collaboration with the City of Cypress Planning Division shall identify project design details and specifications, where feasible, to document implementation and compliance with emission reduction measures. The City of Cypress Planning Division shall verify compliance through: (1) review and approval of construction drawings and building permit submittals demonstrating incorporation of the emission-reduction measures; (2) documentation or reporting from the contractor or a future project applicant, as deemed necessary by the City of Cypress Planning Division, demonstrating adherence to approved measures. The measures below shall be implemented and updated as necessary as they are considered feasible and effective in reducing criteria pollutant emissions generated by the project. These measures shall be reviewed and updated in accordance with the most recent emission-reduction and emission-minimization guidance available, including, at a minimum, the California Air Pollution Control Officers Association (CAPCOA) 2024 guidance. A future project applicant shall incorporate all feasible and updated measures into the final construction drawings, building plans, and contractor specifications for City review, including, but not limited to, the following: • Provide building access and paths which are physically separated from street parking lot traffic and that eliminate physical barriers such as walls, berms, landscaping and slopes that impede the use of pedestrians, bicycle facilities, or public transportation vehicles. • Provide continuous sidewalks separated from the roadway by landscaping and on street parking. • Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances. • Provide preferential parking spaces near the entrance of buildings for those who carpool/vanpool/rideshare and provide signage. • Install electric vehicle charging capabilities that meet the requirements of the latest version of the California Green Building Standards Code (CALGreen Code) Tier 2 Voluntary Standards. • Install ENERGY STAR certified heating, cooling, and lighting devices, and appliances or equivalent. • Install only electric fireplaces. • Install low-flow water fixtures. • Utilize energy-efficient design features, including appropriate site orientation, use of lighter color roofing and building materials, and use of deciduous shade trees and windbreak trees to reduce fuel consumption for heating and cooling. • Use light-colored paving and roofing materials. • Use low-volatile organic compound (VOC) paints with 10 grams per liter or less. • Require the use of all-electric landscaping equipment. • Maximize the planting of trees in landscaping and parking lots.	SU

Table 1.A: Summary of Impacts and Mitigation Measures from this Draft EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Long-term operational emissions associated with the proposed project would exceed the SCAQMD's established significance thresholds, which would result in a cumulatively considerable net increase in a criteria pollutant for which the Basin is in nonattainment (i.e., VOC emissions).	PS	**Mitigation Measure AIR-1.** (provided above) **Mitigation Measure TRA-1**: **Transportation Demand Management Strategies.** (Refer to Section 4.17, Transportation, below)	SU
Construction activities associated with future development of the proposed project could generate emissions of particulate matter and diesel exhaust from heavy-duty equipment, which could expose sensitive receptors to substantial pollutant concentrations.	PS	**Mitigation Measure AIR-2:** All construction activities in the Buildout Area shall utilize U.S. EPA Tier 4 Final diesel construction equipment for equipment rated at greater than 50 brake horsepower (bhp) if and to the extent commercially available, or the cleanest available equipment and technology that is commercially available and feasible at the time of construction (e.g., zero-emission or equivalent low-emission equipment), to minimize diesel particulate matter (DPM) emissions. If Tier 4 Final equipment is not commercially available for a majority of the construction equipment and an individual development project would be larger than 20 acres, the City shall require preparation of a construction Health Risk Assessment (HRA) for such development project. If a construction HRA is required, it shall be prepared in accordance with current OEHHA methodology and applicable SCAQMD CEQA and health risk assessment guidance. Additional feasible risk-reduction measures identified through the HRA process shall be implemented as determined necessary by the City.	LTSM
4.4 BIOLOGICAL RESOURCES			
Implementation of the proposed project would remove the single drainage feature located on Lot 3, which could be subject to regulation by the RWQCB and CDFW.	PS	**Mitigation Measure BIO-1: Jurisdictional Delineation.** Prior to commencing construction activities that would impact any of the identified aquatic resources in Lots 2, 3, 4, 6 and 7 of Vesting Tentative Tract Map (VTTM) 19247, a jurisdictional delineation shall be conducted, as follows: • Regional Water Quality Control Board (RWQCB) Jurisdiction (Waters of the State): Delineation shall follow the State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (State Water Resources Control Board [SWRCB] 2019). • California Department of Fish and Wildlife (CDFW) Jurisdiction (Streambed Alteration Program): The extent of CDFW jurisdiction shall be identified consistent with California Fish and Game Code §§ 1600–1616, including the outer limits of the bed, bank, and channel and the extent of any associated riparian vegetation. • US Army Corps of Engineers (USACE) Jurisdiction (Waters of the United States [WOTUS]): The determination that no federal WOTUS occur onsite shall be documented consistent with 33 CFR § 328.3, the USACE 1987 Wetland Delineation Manual, and the appropriate Regional Supplement (USACE 2008). If impacts to RWQCB and/or CDFW jurisdictional waters are expected to occur, appropriate permits or authorization (e.g., Water Quality Certification/Waste Discharge Requirements, CDFW Lake and Streambed Alteration Agreement) shall be obtained prior to construction.	LTSM
4.5 CULTURAL RESOURCES			
Construction of the proposed project would include the demolition of character defining features of the LARC Property, which is considered a "historical resource" for the purposes of CEQA.	PS	**Mitigation Measure CUL-1:** Prior to demolition activities of any character-defining features, the owner of Los Alamitos Race Course, or subsequent project proponents, shall make photographs and memorabilia, including brochures, promotional flyers, marketing materials, special events announcements and the like (or copies of the same) available to a local library or an Orange County-based historical society: a. For use in an exhibit(s) about horse racing, quarter horses, Frank Vessels, Sr. the Vessels family, pari-mutuel betting and/or the history of Cypress; and/or b. To be part of a permanent archive for research purposes.	SU

Table 1.A: Summary of Impacts and Mitigation Measures from this Draft EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		Mitigation Measure CUL-2: Require future development on portions of the Los Alamitos Race Course property to incorporate one or more of the following: a. A historical marker that provides information about Frank Vessels, Sr. and Los Alamitos Race Course. The marker should be clearly visible and accessible to the public. b. The Vessels' name, the track logo, racing terminology, and/or the names or likenesses (e.g., statuary, wall or garden art, and photographs) of noteworthy Quarter Horses (such as Clabber, Go Man Go, or Moonist). **Mitigation Measure CUL-3:** Prior to, or in conjunction with, approval of any demolition or development permits that involves the destruction of any portion of the Los Alamitos Race Course property, the Project Applicant should be required to commission documentation of the property in the form of Historic American Building Survey (HABS)-like documentation that complies with the *Secretary of the Interior's Standards for Architectural and Engineering Documentation* (NPS 1990), if any of the character-defining features as identified are still present. The documentation should generally follow the HABS Level III requirements and include digital photographic recordation of the complex, a detailed historic narrative report, and compilation of historic research. Photographic documentation should include: • General views of the site and landscape as a whole • Photographs of the 550-yard chute, track, and winner's circle • Photographs of each exterior elevation of all buildings and structures in the complex • Photographs of the interior of the Grandstand. The documentation should be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History (NPS 1983). The original archival-quality documentation shall be offered as donated material to the following entities: South Central Coastal Information Center at CSU Fullerton, Preserve Orange County, the Orange County Historical Society and other repositories to be determined such as local libraries and the American Quarter Horse Association Hall of Fame.	
Ground disturbing activities during construction for future development under the proposed project, including grading and excavation, has the potential to unearth previously unknown human remains.	PS	**Mitigation Measure TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary Objects**. (Refer to Section 4.18, Tribal Cultural Resources) **Mitigation Measure TCR-4: Procedures for Burials and Funerary Remains**. (Refer to Section 4.18, Tribal Cultural Resources)	LTSM
4.6 ENERGY			
There are no significant impacts related to energy.			
4.7 GEOLOGY AND SOILS			
The Buildout Area is located in a liquefaction hazard zone. The on-site soils are considered to be susceptible to liquefaction settlement during an earthquake, and that total settlement at the existing ground surface due to liquefaction could be expected to range between 1.24 and 3.67 inches. Given the nature and size of the proposed development, implementation of the proposed project could result in differential settlements that could directly or indirectly cause potential substantial adverse effects, including risk of loss, injury, or death from liquefaction.	PS	**Mitigation Measure GEO-1: Implementation of Geotechnical Investigation Recommendations.** Future development projects within the Buildout Area shall implement the recommendations of the Geotechnical Investigation prepared for the proposed project, to the satisfaction of the City of Cypress' (City) Building Official, including, but not limited to: **Ground Improvement Techniques.** Ground improvement techniques shall be implemented in the Buildout Area beneath any structure intended for human occupancy. Ground improvements may consist of rammed aggregate piers, vibrated aggregate piers, or similar techniques. The ground improvements must be designed by a qualified ground	LTSM

Table 1.A: Summary of Impacts and Mitigation Measures from this Draft EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		improvement contractor through coordination with a geotechnical engineer and/or structural engineer to ensure liquefaction in the upper soils. **Building Foundation Techniques.** Subsequent to the installation of any proposed ground improvements, proposed structures, mat or mat-type foundation systems will be used. Conventional foundations may be utilized for support of the lighter at-grade structure if the ground improvements reduce the total and differential settlement to a threshold confirmed by the geotechnical engineer, the structural engineer, and the construction contractor. **Additional site testing and final design evaluation(s)** shall be conducted by a geotechnical consultant to refine and/or enhance these requirements during buildout of the project on an as-needed basis. A future project applicant(s) shall require the geotechnical consultant to assess whether the recommendations in the Geotechnical Investigation need to be modified or refined to address any changes in the project features prior to start of grading. If the geotechnical consultant identifies modifications or refinements to the recommendations, the future project applicant(s) shall make modifications to the final project design and specifications. Examples of additional measures could include: a moisture or vapor retarding system below foundations, additional ground stabilization techniques like cement treatment or aggregate, or removal and replacement of existing soil to eliminate any unsuitable materials or undocumented fill. Design, grading, and construction shall be performed in accordance with applicable requirements in the Municipal Code, the California Building Code, local grading regulations, and any additional measures recommended by the geotechnical consultant in the subsequent geotechnical evaluation(s).	
Proposed structures constructed on or above potentially liquefiable soils may experience bearing capacity failures due to the temporary loss of foundation support or vertical settlements (both total and differential) and/or undergo lateral spreading.	PS	**Mitigation Measure GEO-1: Implementation of Geotechnical Investigation Recommendations.** (provided above)	LTSM
Construction activities associated with implementation of the proposed project could disturb native alluvium at a depth below 10 feet, which could result in impacts on unknown paleontological resources.	PS	**Mitigation Measure GEO-2: Procedures for Unexpected Paleontological Resources Discoveries.** If paleontological resources are discovered during ground-disturbing activities associated with the proposed project, construction personnel shall immediately halt work within 50 feet of the discovery, and a future project applicant/developer or construction supervisor shall contact a qualified paleontologist to assess the discovery for scientific importance. A qualified paleontologist is defined as a person with an M.S. or Ph.D. in geology or paleontology and who meets the standards set forth by the Society of Vertebrate Paleontology. The paleontologist shall make recommendations regarding the collection, treatment, and disposition of the discovery. Scientifically important resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. If paleontological resources are discovered, regardless of their scientific importance, paleontological monitoring shall be required for subsequent ground-disturbing activities at a frequency, depth, and/or interval determined by the paleontologist. Paleontological monitoring shall be conducted by a qualified paleontological monitor as set forth in the Society of Vertebrate Paleontology standards. At the conclusion of monitoring, a final monitoring report shall be prepared by the paleontologist to document the results of monitoring and project compliance with all regulations and project requirements. If scientifically important paleontological resources are recovered, this report shall also document those paleontological resources with a catalog, descriptions, and photographs as determined appropriate by the paleontologist. The final monitoring report shall be submitted to the City of Cypress Director of Community Development Department or designee for review and approval. A copy of this final report shall also accompany the fossil	LTSM

Table 1.A: Summary of Impacts and Mitigation Measures from this Draft EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		material to the museum repository. **Mitigation Measure GEO-3: Worker Sensitivity Training:** Prior to issuance of grading permits, applicants for projects that would include ground-disturbing activities below 10 feet in undisturbed native sediments ranked as having a moderate or high paleontological sensitivity shall be required to retain a qualified paleontologist meeting the requirements set forth by the Society of Vertebrate Paleontology. Prior to and during initial ground-disturbing activities, the qualified paleontologist (or their designee) shall provide worker environmental awareness training to construction personnel. Training shall include recognition of potential fossil materials, appropriate worker response protocols, and contact information for the paleontologist.	
4.8 GREENHOUSE GAS EMISSIONS			
Implementation of the proposed project would generate GHG emissions that could create a significant impact on the environment.	PS	**Mitigation Measure GHG-1:** Prior to issuance of building permits, project applicants for future development within the Buildout Area shall demonstrate to the satisfaction of the City of Cypress (City) Planning Division that the proposed buildings incorporate feasible greenhouse gas (GHG) reduction strategies consistent with current State and local decarbonization goals. Compliance shall be demonstrated through building plans, energy modeling, California Green Building Standards Code (CALGreen Code) checklists, or similar documentation submitted during the plan check process, as deemed necessary by the City. Future project applicants shall comply with either the All-Electric Design Path or the Efficient Mixed-Fuel Design Path, as described below: **Preferred Compliance Path: All Electric Design** - Future development shall be designed and constructed without natural gas infrastructure or natural gas appliances. All space heating, water heating, cooking, and clothes drying systems shall be fully electric. Electrical service panels shall be sized to accommodate expected loads and future electrification needs. **Alternative Compliance Path: Efficient Mixed-Fuel Design** - If a project proposes to install natural gas infrastructure or natural gas appliances, future project applicants shall implement a combination of GHG reduction measures sufficient to minimize GHG emissions from natural gas usage to the maximum extent feasible. Measures may include, but are not limited to, the following: • Exceed Title 24, Part 6 (Building Energy Efficiency Standards) performance requirements by 10–20 percent, where feasible, as demonstrated through energy modeling or prescriptive compliance documentation. • Install on-site solar photovoltaic (PV) systems to the maximum feasible extent, including on rooftops and parking canopy structures, where structurally and technically feasible. • Provide electric-ready infrastructure, including service panel capacity, conduit, wiring, and dedicated circuits, to allow future conversion to all-electric appliances and systems. • Design buildings to achieve, at minimum, Leadership in Energy and Environmental Design (LEED) Silver certification or an equivalent third-party green building rating. • Install programmable thermostats, advanced metering infrastructure, and smart home energy management systems. • Provide heating, ventilation, and air conditioning (HVAC) commissioning consistent with CALGreen Sections 5.410.2–5.410.4, including a commissioning plan, functional performance testing, and a commissioning report. • Install cool roof materials meeting an aged solar reflectance of ≥ 0.30, or the most	LTSM

Table 1.A: Summary of Impacts and Mitigation Measures from this Draft EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		current CALGreen Code requirement, whichever is more stringent. • Provide infrastructure to accommodate up to 50 percent recycled water use for landscape irrigation, where recycled water supply is available. • Use water-efficient irrigation systems, minimize turf, and incorporate native, low-water, or drought-tolerant plant species. • Install rainwater harvesting systems, where feasible. • Prohibit or restrict the use of potable water for cleaning non-vegetated outdoor surfaces and prohibit systems that apply water to hardscape surfaces. • Implement and maintain robust solid waste diversion programs, including recycling and organic waste collection consistent with Senate Bill (SB) 1383 requirements. All selected GHG reduction measures shall be clearly identified on improvement plans and construction drawings. Compliance with this measure shall be verified by City staff during plan check and confirmed through building inspection prior to final occupancy. **Mitigation Measure AIR-1:** (Refer to Section 4.3, Air Quality, above) **Mitigation Measure TRA-1: Transportation Demand Management Strategies.** (Refer to Section 4.17, Transportation, below)	
Long-term operational emissions associated with the proposed project would exceed the SCAQMD's established significance thresholds, implementation of the proposed project would exceed the City's residential VMT significance threshold of 13.21 VMT per capita, and operation of the proposed project could use natural gas, which could conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (i.e., CARB 2022 Climate Change Scoping Plan).	PS	**Mitigation Measure GHG-1**. (provided above)	LTSM
4.9 HAZARDS AND HAZARDOUS MATERIALS			
The Phase I ESA identified one controlled recognized environmental condition (CREC) associated with the historical removal of four USTs (two 10,000-gallon, one 2,000-gallon, and one 1,000-gallon) that had been used to store gasoline and diesel for maintenance vehicles. The 1996 regulatory case closure by OCHCA requires notification of OCHCA if a change in land use is proposed. The proposed project includes changes to the existing land uses in the Buildout Area, and could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	PS	**Mitigation Measure HAZ-1:** Prior to the issuance of a building permit, a future project applicant/developer shall demonstrate the recommendations provided in the Phase I Environmental Site Assessment (Phase I ESA) prepared for the Buildout Area have been, or will be, implemented. Recommendations provided in the Phase I ESA include the following: • Preparation and implementation of an Operations and Maintenance (O&M) Program in order to safely manage the suspect asbestos-containing materials (ACMs) and/or lead-based paint (LBP) associated with the existing structures located within the Buildout Area; and • Providing a copy of this Draft Environmental Impact Report (EIR) and the Notice of Completion (NOC) to the Orange County Health Care Agency (OCHCA) in order to notify them of the proposed change in land use facilitated under the proposed project.	LTSM
The Phase I ESA identified one CREC, one historic recognized environmental condition (HREC), and one BER, and implementation of the proposed project could create a significant hazard to the public or the environment through being located on an identified hazardous materials site.	PS	**Mitigation Measure HAZ-1.** (provided above)	LTSM
4.10 HYDROLOGY AND WATER QUALITY			
Implementation of the proposed project would remove the single drainage feature located on Lot 3, which would result in impacts on wetland or riparian habitat.	PS	**Mitigation Measure BIO-1: Jurisdictional Delineation.** (Refer to Section 4.4, Biological Resources, above)	LTSM
4.11 LAND USE AND PLANNING			
There are no significant impacts related to land use and planning.			
4.12 MINERAL RESOURCES			
There are no significant impacts on mineral resources.			
4.13 NOISE			
There are no significant impacts related to noise.			

Table 1.A: Summary of Impacts and Mitigation Measures from this Draft EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
4.14 POPULATION AND HOUSING			
There are no significant impacts related to population and housing.			
4.15 PUBLIC SERVICES			
There are no significant impacts on public services.			
4.16 RECREATION			
There are no significant impacts related to recreation.			
4.17 TRANSPORTATION			
Implementation of the proposed project would exceed the City's residential VMT significance threshold of 13.21 VMT per capita under both existing and cumulative plus project conditions.	PS	**Mitigation Measure TRA-1: Transportation Demand Management Strategies.** The Development Agreement between the City and the Project Applicant regarding the proposed project shall include a provision requiring that any future project applicants for subsequent residential development projects within the Buildout Area demonstrate the project's consistency with the measures set forth in Items 1 and 2 below that are applicable to such project prior to its approval to the satisfaction of the City of Cypress Planning Director. 1. **Construct or Improve Bike Facility (California Air Pollution Control Officers Association [CAPCOA] Handbook Strategy T-19-A):** This transportation demand management strategy requires the project to include a new bicycle facility or facilities or improve an existing facility that would connect the project to the existing regional bicycle network. The construction/improvement of bicycle facilities would provide residents with the opportunity to bike to their destination rather than drive, reducing the number of vehicle trips and overall project-generated vehicle miles traveled (VMT). 2. **Provide Pedestrian Network Improvement (CAPCOA Handbook Strategy T-18):** This transportation demand management strategy requires the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area.	SU
4.18 TRIBAL CULTURAL RESOURCES			
Ground disturbing activities during construction, including grading and excavation, could cause a substantial adverse change in the significance of a tribal cultural resource, as defined in PRC Section 21074.	PS	**Mitigation Measure TCR-1: Tribal Cultural Resources Training and ALERT Sheet Posting.** Prior to the start of any ground-disturbing activities, a qualified archaeologist meeting the Secretary of the Interior standards, in consultation with a representative from a traditionally and culturally affiliated Native American Tribe, under the direction of the City of Cypress Planning Division, shall prepare a Cultural Resources Sensitivity Summary. This summary shall include a brief description of the types of archaeological and tribal cultural resources that may be encountered, visual examples (if available), reporting procedures in the event of a discovery, and appropriate contact information. The summary shall be printed and posted in a visible location at the construction site for the duration of all ground-disturbing activities. An initial worker environmental training shall be provided by a qualified archaeologist in collaboration with a tribal representative prior to the start of construction, under the direction of the City of Cypress Planning Division. The training shall include a review of applicable laws, procedures to follow if resources are discovered, and cultural sensitivity guidance. A sign-in sheet shall be maintained to document attendance. As construction progresses, the construction manager shall be responsible for ensuring that all new personnel receive the same information through on-site orientation and review of the posted materials. Documentation of ongoing training shall be maintained and made available to the City upon request.	LTSM

Table 1.A: Summary of Impacts and Mitigation Measures from this Draft EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		Mitigation Measure TCR-2: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities. Prior to the issuance of any grading permits for projects within the Buildout Area that would require "ground-disturbing activity," where such disturbance activity would occur in undisturbed native sediment, a future project applicant/City shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching on both on-site and any off-site locations that are included in the Project Description/ definition and/or required in connection with the projects, such as public improvement work. A copy of the executed monitoring agreement shall be submitted to the Director of the City of Cypress Community Development Department, or their designee, prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The tribal monitor shall also provide appropriate insurance certificates. The monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs shall identify and describe any discovered tribal cultural resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, "TCRs"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the future project applicant/City upon written request to the Tribe. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Tribe from a designated point of contact for the future project applicant/City that all ground-disturbing activities and phases that may involve ground-disturbing activities in native (previously undisturbed) soil has occurred (i.e., no tribal monitoring shall be required for landscaping activities occurring after completion of project grading and trenching, as this soil will have been previously monitored) or in connection with the project are complete; or (2) a determination and written notification by the Tribe to the future project applicant/City that no future, planned construction activity and/or development/construction phase associated with the project possesses the potential to impact TCRs. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Tribe's monitor and/or archaeologist. The Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural, and/or historic purposes. **Mitigation Measure TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary Objects.** Native American human remains are defined in Public Resources Code (PRC) Section 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC Section 5097.98, are also to be treated according to this statute.	

Table 1.A: Summary of Impacts and Mitigation Measures from this Draft EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		If Native American human remains and/or grave goods are discovered or recognized during ground-disturbing activities associated with projects within the Buildout Area, then all construction activities shall immediately cease within 50 feet of the find. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the Coroner has determined the nature of the remains. If the Coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC), and PRC Section 5097.98 shall be followed. Human remains and grave/burial goods shall be treated alike per PRC Section 5097.98(d)(1) and (2). If Native American human remains are discovered or recognized on any construction sites within the Buildout Area during ground-disturbing activities and the NAHC subsequently identifies the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe) to be the Most Likely Descendant (MLD), construction activities may resume in other parts of the construction site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Tribe determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Tribe's monitor and/or archaeologist deems necessary). (*State CEQA Guidelines* Section 15064.5(f).) Preservation in place (i.e., avoidance) is the Tribe's preferred manner of treatment for discovered human remains and/or burial goods. Any discovery of human remains/burial goods shall be kept confidential to the extent feasible to prevent further disturbance. **Mitigation Measure TCR-4: Procedures for Burials and Funerary Remains.** If Native American human remains are discovered or recognized on any construction sites within the Buildout Area during ground-disturbing activities and the Native American Heritage Commission subsequently identifies the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe) to be the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy, as described below, shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.	

Table 1.A: Summary of Impacts and Mitigation Measures from this Draft EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. In the event preservation in place is not possible despite good faith efforts by the future project applicant/City and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within 6 months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.	
4.19 UTILITIES AND SERVICE SYSTEMS			
There are no significant impacts on utilities and service systems.			
4.20 WILDFIRE			
There are no significant impacts related to wildfire.			

Source: LSA (2026).

Table 1.B: Applicable Regulatory Compliance Measures

Environmental Issue Area	Regulatory Compliance Measure
4.3 AIR QUALITY	
Construction Air Quality Emissions	**Regulatory Compliance Measure AIR-1:** During clearing, grading, earth moving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventative measures by using the following procedures, in compliance with South Coast Air Quality Management District (SCAQMD) Rule 403 during construction. The applicable Rule 403 measures are as follows: • Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more). • Water active sites at least twice daily (locations where grading is to occur shall be thoroughly watered prior to earthmoving). • Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 2 feet (0.6 meter) of freeboard (vertical space between the top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114. • Pave construction access roads at least 100 feet (30 meters) onto the site from the main road. • Reduce traffic speeds on all unpaved roads to 15 miles per hour or less. **Regulatory Compliance Measure AIR-2:** All trucks that are to haul excavated or graded material shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. **Regulatory Compliance Measure AIR-3:** Prior to approval of future project plans and specifications, the City of Cypress shall confirm that the construction bid packages specify: • Contractors shall use high-volume low-pressure paint applicators with a minimum transfer efficiency of at least 50 percent; • Coatings and solvents that will be utilized have a volatile organic compound content lower than required under SCAQMD Rule 1113; and • To the extent feasible, construction/building materials shall be composed of pre-painted materials. **Regulatory Compliance Measure AIR-4:** Future projects shall comply with SCAQMD Rule 402. Rule 402 prohibits the discharge of air contaminants or other material from any type of operations, which can cause nuisance or annoyance to any considerable number of people or to the public or which endangers the comfort or repose of any such persons, or the public.
4.4 BIOLOGICAL RESOURCES	
Special-Status Species	**Regulatory Compliance Measure BIO-1: Preconstruction Bat Surveys.** If construction activities for a specific development project within the Buildout Area, including structure demolition and tree removal, will occur during the bat maternity season (April 1 to August 31), then the City, or designee, shall confirm that the applicable developer has retained a qualified biologist who shall conduct a nighttime bat survey of potential maternity roost habitat no more than 30 days prior to the removal of potential habitat. These surveys shall be initiated no later than 30 minutes before sunset and continue for no less than 1 hour after sunset. If maternity roosts are found and the project would result in impacts to roosting bats, the biologist shall coordinate with CDFW to establish appropriate avoidance buffers around all maternity roost sites, and no construction work shall occur within the buffers until the completion of the maternity season. If deemed necessary through coordination with CDFW, additional measures could include two-step removal of any trees containing maternity roosts (outside of the maternity season), preparation of a Bat Habitat Mitigation and Monitoring Plan (BHMMP), and humane bat eviction/exclusion. **Regulatory Compliance Measure BIO-2: Preconstruction Nesting Bird Surveys and Active Nest Avoidance Buffers.** If potential bird nesting habitat is to be removed from a portion of the Buildout Area in connection with a specific development project during the avian nesting season (January 1 through August 31), including structures, trees, shrubs and suitable ground-nesting areas, a qualified biologist shall conduct a nesting bird survey in such portion of the Buildout Area within 3 days prior to the commencement of structure demolition, vegetation removal, or other construction activities that could remove suitable nesting habitat. If no nesting birds are identified, no additional survey is required. If at any time an active nest is identified, the biologist shall establish suitable buffers around the nests that consider the ecology of the species present and the location of construction activities to ensure that disruption of nesting does not occur. The buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.
4.5 CULTURAL RESOURCES	
Unknown Archaeological Resources	**Regulatory Compliance Measure CUL-1: Unknown Archaeological Resources.** In the event that archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist from the Orange County List of Qualified Archaeologists has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code (PRC). A future project applicant and its construction contractor shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. Any found deposits shall be treated in accordance with federal, State and local guidelines, including those set forth in PRC Section 21083.2. Prior to commencement of grading activities, the Director of the City of Cypress (City) Community Development Department, or designee, shall verify that all project grading and construction plans include specific requirements regarding California PRC (Section 21083.2[g]) and the treatment of archaeological resources as specified above.
Human Remains	**Regulatory Compliance Measure CUL-2: Human Remains.** In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and non-destructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City of Cypress shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. Prior to the issuance of

Table 1.B: Applicable Regulatory Compliance Measures

Environmental Issue Area	Regulatory Compliance Measure
	grading permits, the Director of the City of Cypress Community Development Department, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.
4.9 HAZARDS AND HAZARDOUS MATERIALS	
Airport Hazards	**Regulatory Compliance Measure HAZ-1: Federal Aviation Regulation Title 14 Part 77.** A future project applicant/developer shall notify the Federal Aviation Administration (FAA) of any proposed structure(s) that would penetrate the 100 to 1 imaginary surface that surrounds the runway at Joint Forces Training Base Los Alamitos at least 45 days prior to beginning construction.
4.10 HYDROLOGY AND WATER QUALITY	
Water Quality	**Regulatory Compliance Measure HYD-1: Construction General Permit.** If construction of future projects associated with the proposed project would disturb greater than 1 acre of soil, prior to commencement of construction activities within the proposed Buildout Area, the Construction Contractor shall obtain coverage under the National Pollutant Discharge Elimination System (NPDES) *General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities*, Order WQ 2022-0057-DWQ, NPDES No. CAS000002 (Construction General Permit), or any other subsequent permit. This shall include submission of Permit Registration Documents, including permit application fees, a Notice of Intent (NOI), a risk assessment, a site plan, a Stormwater Pollution Prevent Plan (SWPPP), a signed certification statement, and any other compliance-related documents required by the permit, to the State Water Resources Control Board via the Stormwater Multiple Application and Report Tracking System (SMARTS). Construction activities shall not commence until a Waste Discharge Identification Number is obtained for the project from the SMARTS and provided to the Director of Public Works for the City of Cypress, or designee, to demonstrate that coverage under the Construction General Permit has been obtained. Project construction shall comply with all applicable requirements specified in the Construction General Permit, including but not limited to, preparation of a SWPPP and implementation of construction site best management practices (BMPs) to address all construction-related activities, equipment, and materials that have the potential to impact water quality for the appropriate risk level identified for the project. The SWPPP shall identify the sources of pollutants that may affect the quality of storm water and shall include BMPs (e.g., Sediment Control, Erosion Control, and Good Housekeeping BMPs) to control the pollutants in storm water runoff. Upon completion of construction activities and stabilization of the Buildout Area, a Notice of Termination (NOT) shall be submitted via SMARTS. If construction of future projects associated with the proposed project would disturb less than 1 acre of soil, prior to commencement of construction activities within the Buildout Area, the Construction Contractor shall provide evidence that project construction would comply with Section 4.106 of the 2019 California Green Building Standards Code (CALGreen Code). Section 4.106 of the CALGreen Code requires implementation of BMPs to prevent flooding and erosion and to retain sediment on site (e.g., Sediment Control, Erosion Control, and Good Housekeeping BMPs). **Regulatory Compliance Measure HYD-2: Construction Dewatering Permit.** If groundwater dewatering is required during excavation activities, the Applicant/City shall obtain coverage under the *General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimis) Threat to Water Quality*, Order No. R8-2020-0006, NPDES No. CAG998001 (Construction Dewatering Permit). This shall include submission of a Notice of Intent (NOI) for coverage under the permit to the Santa Ana Regional Water Quality Control Board (RWQCB) at least 45 days prior to the start of dewatering. Groundwater dewatering activities shall comply with all applicable provisions in the permit, including water sampling, analysis, treatment (if required), and reporting of dewatering-related discharges. Upon completion of groundwater dewatering activities, a Notice of Termination shall be submitted to the Santa Ana RWQCB. **Regulatory Compliance Measure HYD-3: Orange County MS4 Permit/City Municipal Code.** Prior to issuance of a grading permit for future projects associated with the proposed project, the future project Applicant shall prepare and submit a final project-specific water quality management plan (WQMP) to specify BMPs that would be implemented to capture, treat, and reduce pollutants of concern in stormwater runoff in compliance with the Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County, Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062 (Orange County MS4 Permit), Orange County Drainage Area Management Plan (DAMP), and the City of Cypress Local Implementation Plan (LIP). The WQMP shall also incorporate the results of the Final Hydrology and Hydraulic Analyses to demonstrate that the bioretention facilities meet the hydromodification requirements of the Orange County MS4 Permit and Chapter 13-23 of the Cypress Municipal Code. The City Engineer/Public Works Director, or designee, shall ensure that the BMPs specified in the WQMP are incorporated into the final project design of future projects associated with the proposed project.
4.13 NOISE	
Construction Noise	**Regulatory Compliance Measure NOI-1:** The construction contractor shall limit all construction-related activities to between the hours 7:00 a.m. and 8:00 p.m. on weekdays and between the hours of 9:00 a.m. and 8:00 p.m. on Saturdays. No construction shall be permitted outside of these hours or on Sundays or a federal holiday with the exception of certain construction activities that are time sensitive and require a 24-hour rotation. In those situations, a temporary use permit can be obtained from the City of Cypress' Community Development Direct
Stationary Noise	**Regulatory Compliance Measure NOI-2**: Mechanical equipment, including air conditioning units in residential and non-residential zoning districts, shall be enclosed within a structure or completely screened from view from surrounding properties by the use of a fence or wall consistent with Section 3.11.100(b) of the City of Cypress Municipal Code. Additionally, prior to the issuance of building permits, a future applicant/developer shall demonstrate, to the satisfaction of the City Director of Community Development, or designee, that on-site stationary noise sources, such as air conditioners, shall not exceed City noise standards as stated within the City's Municipal Code Sections 13-68 and 13-69.
4.15 PUBLIC SERVICES	
Fire Protection Services	**Regulatory Compliance Measure PS-1:** Any future projects implemented within the Buildout Area in accordance with the City of Cypress (City) Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan) would be required to coordinate with the Orange County Fire Authority (OCFA) to determine the appropriate development impact fees required to offset potential impact to OCFA staffing and service ability. Prior to the approval of such projects, the designated site developer shall enter into a Secured Fire Protection Agreement with OCFA that details the agreed-upon development impact fees required for the project.
School Services	**Regulatory Compliance Measure PS-2: Payment of School Fees.** Prior to issuance of any building permits within the Buildout Area in accordance with the Specific Plan, the applicant/ developer of future development projects facilitated by the proposed project shall provide proof to the Director of the City of Cypress Community Development Department, or designee, that payment of all applicable school fees has been made to the appropriate school district(s) in compliance with Section 65995 of the California Government Code.

Table 1.B: Applicable Regulatory Compliance Measures

Environmental Issue Area	Regulatory Compliance Measure
Recreation Facilities	**Regulatory Compliance Measure PS-3: Dedication of Parkland and/or Payment of Park Fees.** Prior to issuance of any building permits within the Buildout Area in accordance with the Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan), a future applicant/developer shall provide proof of compliance with the applicable provisions of Chapter 25 (Subdivisions), Article VI, Park and Recreational Facilities, of the City of Cypress Municipal Code.
4.19 UTILITIES AND SERVICE SYSTEMS	
Construction and Demolition Waste	**Regulatory Compliance Measure UTIL-1: Construction and Demolition Ordinance.** The construction contractor shall comply with the provisions of the City of Cypress Ordinance No. 1166 and the 2022 California Green Building Standards Code, which would reduce construction and demolition waste. Ordinance No. 1166 is codified in Article VIII, Materials Questionnaire for Certain Construction and Demolition Projects within the City of Cypress, in the Cypress Municipal Code.

Source: LSA (2026).

This page intentionally left blank

2.0 INTRODUCTION

This Draft Environmental Impact Report (Draft EIR) has been prepared to evaluate the environmental impacts associated with the proposed Specific Plan 3.0 Buildout Project (proposed project) in Cypress, California, which involves the development of approximately 134 acres of land (Buildout Area) subject to the previously approved Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan). The City of Cypress (City) is the "public agency which has the principal responsibility for carrying out or approving the project"[1] and, as such, is the "Lead Agency" for the proposed project under the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.). CEQA requires the Lead Agency to consider the information contained in this Draft EIR and the balance of the Final Environmental Impact Report (Final EIR) for the proposed project prior to taking any discretionary action on the proposed project. The Final EIR is intended to serve as an informational document to be considered by the City and any Responsible Agencies during deliberations on the proposed project. Public Resources Code Section 21069 defines a "Responsible Agency" as a public agency other than the Lead Agency that has responsibility for carrying out or approving a project. The approvals and permits associated with the proposed project are described in Chapter 3.0, Project Description.

The City, as Lead Agency, determined that the proposed project may have a significant effect on the environment and that an EIR would be required to more fully evaluate potential adverse environmental impacts that may result from development of the proposed project. As a result, this Draft EIR has been prepared in accordance with CEQA and the *State CEQA Guidelines* (California Code of Regulations [CCR], Title 14, Section 15000 et seq.). This Draft EIR also complies with the procedures established by the City for the implementation of CEQA.

Questions regarding the preparation of this document and City review of the proposed project should be referred to the following person:

Alicia Velasco, Planning Director
City of Cypress Community Development Department
5275 Orange Avenue
Cypress, CA 90630
Phone: (714) 229-6720
Email: avelasco@cypressca.org

2.1 PURPOSE AND TYPE OF EIR/USES OF THE EIR

This Draft EIR has been prepared to evaluate potential environmental impacts that could result from implementation of the proposed project. As the Lead Agency, the City has the principal responsibility for approving the proposed project. In that capacity, the City has decided to prepare this Draft EIR and, after the public review process, will decide whether to certify the Final EIR.

The City and any Responsible Agencies have the authority to make decisions on discretionary actions relating to development of the proposed project. As stated previously, this Draft EIR is intended to

[1] As defined in Public Resources Code Section 21067.

serve as an informational document to be considered by the City and Responsible Agencies during deliberations on the proposed project. No Responsible Agencies have been identified for the proposed project. This Draft EIR evaluates a reasonable worst-case scenario of potential impacts associated with the proposed project and identifies feasible mitigation and alternatives for any identified significant impacts.

The Final EIR will serve as a Program Environmental Impact Report (Program EIR) pursuant to *State CEQA Guidelines* Section 15168. According to Section 15168, a Program EIR may be prepared for a series of actions that are related geographically, as logical parts in a chain of contemplated actions, or in connection with the issuance of plans that govern the conduct of a continuing program (per Section 15168(a)). The advantages of a Program EIR include the ability to provide a more exhaustive consideration of alternatives and cumulative effects than might be possible in a single project-specific EIR; to avoid duplication of basic policy considerations; provide the lead agency with the ability to consider broad program-wide policies and mitigation measures that would apply to specific projects or later activities within the overall program (Section 15168(b)); and use the Program EIR when examining later activities to determine whether any additional environmental document must be prepared (Section 15168(c)). If a later activity is found to be within the scope of the Program EIR, no further environmental documents would be required.

As the Lead Agency for the proposed project under CEQA, the City must consider the information contained in the Final EIR prior to taking any discretionary action with respect to the proposed project. This Draft EIR provides information to the Lead Agency and other public agencies, the general public, and decision-makers regarding the potential environmental impacts from construction and operation of the proposed project. The purpose of the public review of this Draft EIR is to evaluate the adequacy of the environmental analysis in terms of compliance with CEQA. *State CEQA Guidelines* Section 15151 states the following regarding the standards from which adequacy is judged:

> "An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts. The courts have not looked for perfection but for adequacy, completeness, and a good faith effort at full disclosure."

Public Resources Code Section 21002.1(a) states:

> "The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided."

An EIR is the most comprehensive form of environmental documentation identified in CEQA and the *State CEQA Guidelines* and provides the information needed to assess the environmental consequences of a proposed project. EIRs are intended to provide an objective, factually supported,

full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

2.2 PUBLIC REVIEW PROCESS

In compliance with CEQA and the *State CEQA Guidelines,* the City has taken steps to promote opportunities for the public and other public agencies to participate in the environmental review process. The City issued a Notice of Preparation (NOP) for the proposed project, conducted the scoping process, held a public scoping meeting, and determined that an EIR was required to evaluate the potentially significant environmental effects of the proposed project and related actions. Further, this Draft EIR is subject to public review and comment. These topics related to the environmental review process are described in further detail below.

2.2.1 Notice of Preparation

The City, as the Lead Agency, issued an NOP for the Draft EIR on April 4, 2025, which was distributed via the State Clearinghouse (SCH). The SCH issued a project number for the Draft EIR (SCH No. 2025040377). In accordance with *State CEQA Guidelines* Section 15082, the NOP was circulated to responsible agencies and individuals for a period of 30 days, from April 4 to May 5, 2025, during which time written comments were solicited pertaining to environmental issues and topics that this Draft EIR should evaluate. Comments received during the public review of the NOP are summarized in **Table 2.A: Notice of Preparation Agency Comments Received** and utilized to identify the potential environmental impacts addressed in Chapter 4.0, Existing Setting, of this Draft EIR. The NOP and all comments received during the public review period are provided in **Appendix A,** respectively.

2.2.2 Scoping Meeting

The City held a public scoping meeting to present the project and to solicit input from interested individuals regarding environmental issues that should be addressed in this Draft EIR. The scoping meeting was held virtually via Microsoft Teams on April 16, 2025. No environmental issues or concerns were raised at the scoping meeting.

2.2.3 Draft EIR Public Review Period

This Draft EIR is being distributed to numerous public agencies and other interested parties for review and comment. This Draft EIR is also available at the following locations and on the City's website for the proposed project (available online at: https://www.cypressca.org/home/showpublisheddocument/12927/638720249212130000):

City of Cypress
Community Development Department
5275 Orange Avenue
Cypress, CA 90630

Cypress Branch Library
5331 Orange Avenue
Cypress, CA 90630

Table 2.A: Notice of Preparation Agency Comments Received

Agency/ Organization/ Individual	Date	Comments	Addressed in Section(s) of the EIR
Native American Heritage Commission (NAHC)	April 8, 2025	The NAHC outlined the City's tribal consultation requirements under Assembly Bill 52.	Tribal Cultural Resources
South Coast Air Quality Management District (SCAQMD)	April 23, 2025	SCAQMD raised concerns regarding potential air quality impacts, greenhouse gas emissions, and health risks associated with the Specific Plan 3.0 Buildout Project. SCAQMD recommends that the City rely on the SCAQMD's *CEQA Air Quality Handbook* and use California Emissions Estimator Model (CalEEMod) to quantify emissions, applying both regional air quality significance thresholds and localized significance thresholds (LSTs). SCAQMD requests that the Draft EIR evaluate all phases of construction and operation, including overlapping activities, indirect sources (e.g., vehicle trips), and identify any new stationary or portable equipment that would require SCAQMD permits, recognizing the agency as a Responsible Agency if applicable. SCAQMD emphasizes that if significant adverse impacts are identified, all feasible mitigation measures that go beyond existing legal requirements must be implemented, referencing resources such as the 2022 Air Quality Management Plan Mitigation Monitoring and Reporting Plan. SCAQMD further recommends evaluating health risk reduction strategies, such as using enhanced air filtration systems rated MERV 13 (Minimum Efficiency Reporting Value) or better, and requests that the Draft EIR analyze related secondary impacts including increased energy consumption, maintenance, waste generation, and potential limitations in filtration effectiveness.	Air Quality and Greenhouse Gas Emissions
Southern California Association of Governments (SCAG)	May 5, 2025	SCAG recommends that the City of Cypress evaluate the project's alignment with the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which outlines goals to reduce greenhouse gas emissions, improve regional air quality, and support an integrated multimodal transportation network. SCAG emphasizes the use of its growth forecasts for population, housing, and employment in assessing potential impacts and planning infrastructure accordingly. Although SCAG does not implement or approve projects, it advises the City to consult the Connect SoCal 2024 Program Environmental Impact Report for guidance on identifying appropriate CEQA mitigation strategies. These may include measures to minimize emissions, reduce vehicle miles traveled, and enhance transportation efficiency. SCAG also highlights that achieving regional sustainability goals depends on local agency action and encourages the use of a side-by-side consistency analysis comparing project features with RTP/SCS goals.	Air Quality, Transportation

Table 2.A: Notice of Preparation Agency Comments Received

Agency/ Organization/ Individual	Date	Comments	Addressed in Section(s) of the EIR
Orange County Public Works (OCPW)	May 5, 2025	OCPW stated that it has no comments regarding the Notice of Preparation (NOP) for the Draft EIR.	Not applicable
City of Garden Grove[1]	June 3, 2025	The City of Garden Grove requested that a Level of Service (LOS) analysis be prepared for key intersections in the City of Garden Grove that may be impacted by project-related traffic. The City of Garden Grove also provided their Traffic Impact Analysis guidelines.	Transportation

Source = LSA (2026).
Notes: All NOP response letters are included in **Appendix A** of this Draft EIR.
[1] The comment letter from the City of Garden Grove was received after the close of the NOP comment period.

All comments received from agencies and individuals on this Draft EIR will be accepted during the public comment period, which will not be less than 45 days, in compliance with CEQA and the *State CEQA Guidelines*. All comments on this Draft EIR should be sent to the following City contact person:

Alicia Velasco, Planning Director
City of Cypress Community Development Department
5275 Orange Avenue
Cypress, CA 90630
Email: avelasco@cypressca.org

Following the closure of the public comment period, the City will prepare written responses to all written comments received during the public comment period and will compile these comments and responses, together with any text changes to this Draft EIR, into the Final EIR that includes all of the information required pursuant to *State CEQA Guidelines* Section 15132. The Final EIR will be provided to all public agencies that submitted comments on this Draft EIR at least 10 days prior to certification of the Final EIR. The Final EIR will consist of this Draft EIR or a revision of the draft; comments and recommendations received on this Draft EIR either verbatim or in summary; a list of persons, organizations, and public agencies commenting on this Draft EIR; the response of the City to significant environmental points raised in the review and consultation process and in comments submitted on this Draft EIR; and any other information added by the City.

The City will determine findings regarding the extent and nature of the impacts as presented in the Final EIR. The Final EIR must be certified as complete by the City Council prior to making a decision on the requested entitlements for the proposed project. Public input is encouraged at all public hearings regarding the proposed project.

2.3 SCOPE OF THIS DRAFT EIR

As required by *State CEQA Guidelines* Section 15128, this Draft EIR must identify the effects of the proposed project that are determined to be significant. Consistent with Appendix G of the *State CEQA Guidelines*, this Draft EIR evaluates all environmental issue areas that may be affected by the

proposed project, including but not limited to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural and tribal cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, utilities and service systems, and wildfire, as applicable.

2.4 FORMAT OF THIS DRAFT EIR

This Draft EIR contains the information and analysis required by CEQA and the *State CEQA Guidelines,* including Section 15122–15131, and is generally organized as follows:

- **Chapter 1.0: Executive Summary.** Chapter 1.0 contains the Executive Summary of this Draft EIR, which lists all significant project impacts, feasible mitigation measures that have been recommended to reduce any significant impacts of the proposed project, and the level of significance of each impact following feasible mitigation. The summary is presented in a table format.

- **Chapter 2.0: Introduction.** Chapter 2.0 contains a discussion of the purpose and intended use of this Draft EIR.

- **Chapter 3.0: Project Description.** Chapter 3.0 includes a discussion of the proposed project, the Buildout Area and its existing environmental setting, overall project relationship to the Specific Plan, background and related planning documents, the project objectives, and discretionary actions, permits, and other approvals.

- **Chapter 4.0: Environmental Impact Analysis.** Chapter 4.0 includes an analysis of the proposed project's environmental impacts. The environmental setting discussions describe the "existing conditions" of the environment within the Buildout Area as they pertain to the environmental issues being analyzed (*State CEQA Guidelines* Section 15125).

  The impact discussions identify and focus on the potentially significant environmental effects of the proposed project. The direct and indirect effects of the proposed project on the environment are identified and described, giving due consideration to both the short-term and long-term effects, as necessary (*State CEQA Guidelines* Section 15126.2[a]).

  Chapter 4.0 also includes within the analysis of each environmental topic a discussion of the cumulative effects of the proposed project when considered in combination with other projects causing related impacts, as required by *State CEQA Guidelines* Section 15130. The proposed project is the implementation of the Specific Plan and assumes the development of 1,791 residential units and 440,000 square feet of non-residential uses within the Buildout Area.

  The discussions of mitigation measures identify and describe feasible measures that could minimize or lessen potentially significant impacts for each significant environmental effect identified in this Draft EIR (*State CEQA Guidelines* Section 15126[e]). The levels of significance before and after mitigation measures are recommended. Significant unavoidable adverse effects are identified where recommended feasible mitigation measures are not expected to reduce the effects to less than significant levels.

- **Chapter 5.0: Alternatives to the Proposed Project.** In accordance with CEQA, the alternatives discussion in Chapter 5.0 describes a reasonable range of alternatives that could feasibly attain the basic objectives of the proposed project and are capable of eliminating or substantially reducing any of the proposed project's significant unavoidable adverse environmental effects or reducing them to a less than significant level. The alternatives analyzed in Chapter 5.0 include three alternatives: (1) the No Project Alternative, (2) the Historic Preservation Alternative, and (3) the Reduced Development Alternative.

- **Chapter 6.0: Other CEQA Considerations.** Chapter 6.0 contains discussions on the following topics as required by *State CEQA Guidelines* Section 15126: (1) growth-inducing impacts of the proposed project; and (2) whether there are any significant irreversible environmental changes caused by the proposed project, adverse environmental impacts associated with the proposed project for which either no mitigation or only partial mitigation is feasible.

- **Chapter 7.0: List of Preparers.** Chapter 7.0 provides the organizations and persons contacted during preparation of this Draft EIR, the Draft EIR preparers and technical report authors, and other experts involved in the preparation of this Draft EIR.

- **Chapter 8.0: References.** Chapter 8.0 provides the references cited in this Draft EIR.

2.5 INCORPORATION BY REFERENCE

An EIR may incorporate by reference all or portions of another document that is a matter of public record or is generally available to the public, consistent with *State CEQA Guidelines* Section 15150. Informational details from the documents that have been incorporated by reference are summarized in the appropriate sections of this Draft EIR, along with descriptions regarding how the public may review these documents. All documents are available for review at the City of Cypress, Community Development Department. These documents include, without limitation:

- City of Cypress General Plan (available online at: https://www.cypressca.org/departments/community-development/planning-division)

- City of Cypress Municipal Code (available online at: https://qcode.us/codes/cypress/)

- Cypress Town Center and Commons Specific Plan 3.0 (available online at: https://www.cypressca.org/home/showpublisheddocument/12927/638720249212130000)

This page intentionally left blank

3.0 PROJECT DESCRIPTION

This section describes the proposed Specific Plan 3.0 Buildout Project (proposed project), including a project overview and descriptions of the proposed project's location, objectives, and the approvals required for project implementation. Consistent with *State CEQA Guidelines* Section 15050, the City of Cypress (City) is the Lead Agency under CEQA and is responsible for the certification of the Final Environmental Impact Report (Final EIR) and approval of the proposed project. Los Alamitos Race Course (LARC) is the Project Applicant.

The proposed project consists of the reasonably foreseeable buildout of a portion of the area governed by the Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan) that includes approximately 134 acres of land (Buildout Area) in the City. The proposed project includes the approval of Vesting Tentative Tract Map No. 19247 (VTTM 19247). VTTM 19247 includes lots with a total land area of approximately 151.6 acres. The land subject to VTTM 19247 is greater than the Buildout Area as VTTM 19247 includes Lots 8 and 9 (17.55 acres), which are, or will be, part of the Grace Church property, which is located outside the area governed by the Specific Plan. The environmental analyses in this Draft Environmental Impact Report (Draft EIR) do not consider future development on Lots 8 and 9 of VTTM 19247.

In addition, the proposed project does not consider the development of two discrete portions of the land subject to the Specific Plan, which include (1) seven acres of land within the area governed by the Specific Plan (Melia Property) that Melia Homes has previously developed as the Belmont residential project (State Clearinghouse [SCH] 2020099025) and (2) nine acres of land on which the City has previously developed Lexington Park. The Specific Plan also included 20 acres of public park space spread throughout the Specific Plan Area. The City previously constructed Lexington Park on nine acres of that land, which land was donated to the City by Cypress GC, LLC.

The proposed project evaluated in this Draft EIR includes 1,791 residential units and 440,000 square feet of non-residential uses that could occur within the Buildout Area.

3.1 PROJECT LOCATION AND EXISTING ENVIRONMENTAL SETTING

The following sections describe the location and characteristics of the Buildout Area and provide a brief overview of the existing land uses within and in the vicinity of the Buildout Area.

The Buildout Area has multiple owners. LARC owns approximately 97 acres (LARC Property), Cypress Golf Course (GC), LLC owns approximately 33 acres (Cypress GC Property), and Grace Community Church of Cypress dba Seacoast Grace Church (Grace Church) owns approximately four acres. LARC currently operates Los Alamitos Race Course on the LARC Property. The Cypress GC Property is a portion of the former Cypress Golf Club. Grace Church currently operates a portion of its church on its four acres of land in the Buildout Area.

3.1.1 Project Location

As illustrated in **Figure 3-1: Regional Location**, the Buildout Area is situated in the southern portion of the city of Cypress, within Orange County. The city of Cypress is bordered on the north by the cities of La Palma and Buena Park, on the east by the cities of Anaheim and Stanton, on the south and west by the city of Los Alamitos, and on the west by the cities of Long Beach, Hawaiian Gardens, and Lakewood. The Buildout Area includes all of the land governed by the Specific Plan, except for the Melia Property and Lexington Park, which have previously been developed, and the portions of Lots 8 and 9 in VTTM 19247 that are not part of the land governed by the Specific Plan, see **Figure 3-2: Buildout Area**.

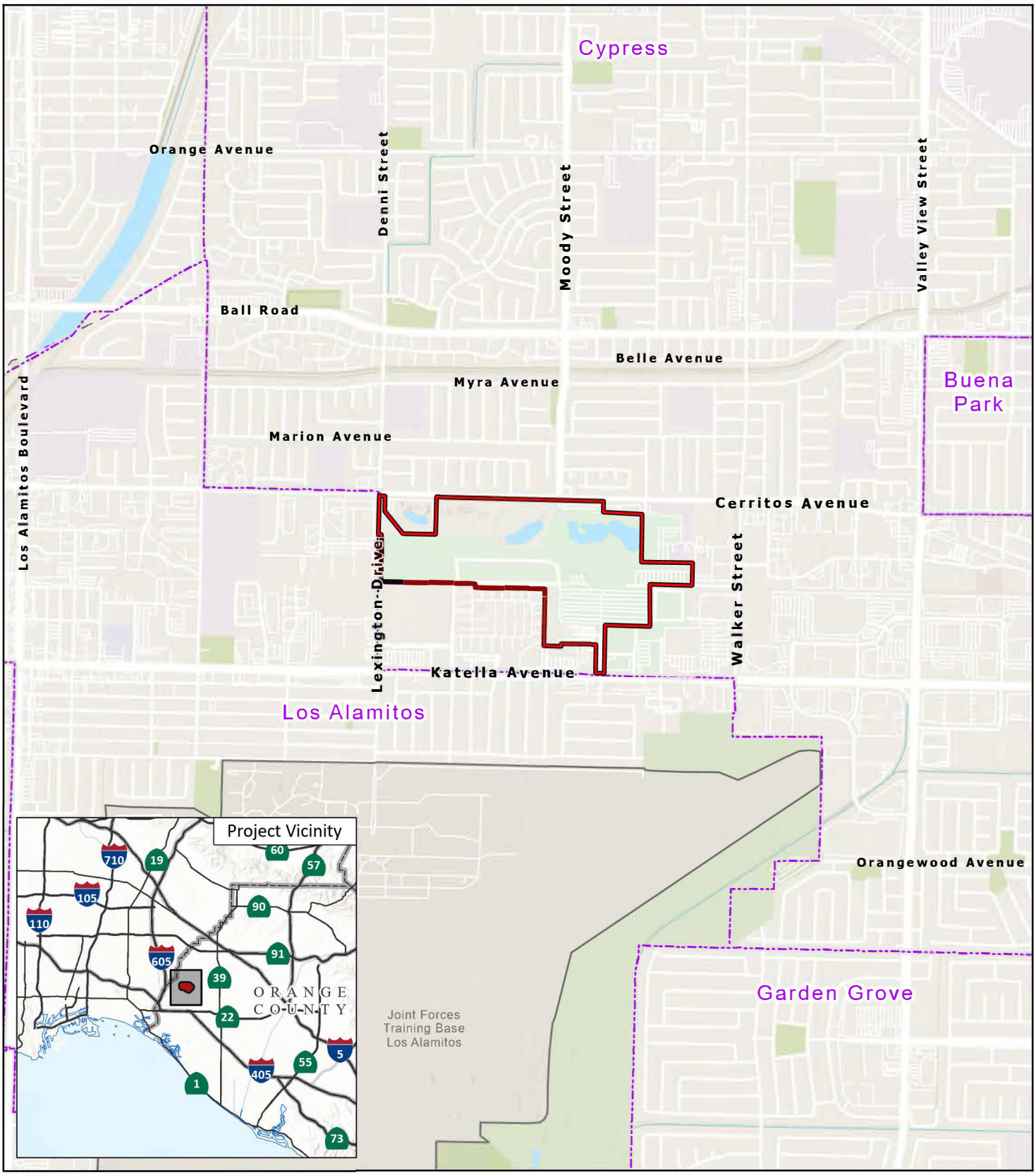
The Buildout Area is generally bounded by Cerritos Avenue to the north, on the east by several existing commercial and institutional uses along and near Walker Street including Grace Church and office and retail uses, on the west by Lexington Drive, and on the south by Katella Avenue and several existing commercial, retail, and residential uses.

Regional vehicular access to the Buildout Area is provided by Interstates 605 and 405 (I-605 and I-405), which are approximately 1.5 miles to the west and 2.1 miles to the south, respectively; Beach Boulevard (State Route 39 [SR-39]), approximately 2.7 miles to the east; and State Route 22 (SR-22), approximately 2 miles to the south.

3.1.2 Existing Land Uses

The Buildout Area is surrounded by a variety of commercial, office, business park, commercial and retail, residential, park and religious uses as shown in **Figure 3-3: Surrounding Land Uses.**

The Buildout Area is bounded by W. Cerritos Avenue to the north, several existing commercial and institutional uses along and near Walker Street to the east, Katella Avenue and several existing commercial, retail and residential uses to the south, and Lexington Drive to the west. Immediately northwest of most of the Buildout Area is Lexington Park, a nine-acre park located at 4600 W. Cerritos Avenue at the southeast corner of the Cerritos Avenue/Lexington Drive intersection, immediately west and north of the Buildout Area. Immediately east and north of the Buildout Area is Grace Church, located at 5100 W. Cerritos Avenue. Southeast of the Buildout Area is the Belmont residential project developed by Melia Homes, which includes only residential uses, and The Square at Cypress developed by Shea Homes, which includes residential, hotel, retail, and service uses, including the Homewood Suites by Hilton located at 5233 Katella Avenue and a Costco Wholesale at 5401 Katella Avenue. Cottonwood Church, located at 4505 Katella Avenue, is located southwest of the Specific Plan Area, along with the Ovation at Flora Park, a senior housing community, and a commercial center that includes restaurant and commercial services uses, a 24 Hour Fitness, and the Residence Inn Cypress Los Alamitos, at 4931 Katella Avenue. East of Lexington Drive are light industrial, office, and commercial uses.



LSA

FIGURE 3-1

Specific Plan 3.0 Buildout Project

Regional Location

SOURCE: Esri World Topographic Map (2024)

I:\C\CCP2201.050\GIS\Pro\Los Alamitos Race Course Development Project\Los Alamitos Race Course Development Project.aprx (4/3/2025)

This page intentionally left blank



LSA

Buildout Area

FIGURE 3-2

N

0 400 800
FEET

SOURCE: Google Maps (2024)

Specific Plan 3.0 Buildout Project

Buildout Area

I:\C\CCP2201.050\GIS\Pro\Los Alamitos Race Course Development Project\Los Alamitos Race Course Development Project.aprx (4/2/2025)

This page intentionally left blank



LSA

Buildout Area

FIGURE 3-3

N

0 400 800
FEET

SOURCE: Google Maps (2024)

Specific Plan 3.0 Buildout Project

Surrounding Land Uses

I:\C\CCP2201.050\GIS\Pro\Los Alamitos Race Course Development Project\Los Alamitos Race Course Development Project.aprx (4/3/2025)

This page intentionally left blank

LARC Property (approximately 97 acres): A variety of existing structures and facilities are located on the LARC Property that support horse racing, training, and community activities. Structures include a race track, grandstand structure, two artificial lakes inside the race track, one-story clubhouse and restaurant structures, lighting structures, approximately 41 permanent one-story barns and several temporary structures and barns. The LARC Property also contains parking areas, landscaping, drainage features, sheds, maintenance areas, and perimeter fencing.

The LARC Property's primary structures include the Grandstand, an annex to the Grandstand, and a Clubhouse building. The Grandstand, completed in 1959 and opened in 1960, is a five-story, 140,000-square-foot structure standing approximately 65 feet high. The Clubhouse building, constructed in the mid-1950s, is a two-story, 35,000-square-foot structure, including an additional 25,000 square feet of patron space. The Annex building, completed by 1963, is a three-story building constructed between the Grandstand and the Clubhouse building. The combined seating capacity for the Grandstand, Clubhouse building, and Annex building is approximately 3,700 people. As noted, there are a total of approximately 41 barns supporting the horse racing and training operations on the LARC Property. This includes 36 cinder block barns built in 1958, each approximately 14,000 square feet (totaling 504,000 square feet). Additionally, there are five modular-style barns built in 2013, each about 12,480 square feet (totaling 62,400 square feet).

Cypress Golf Course (approximately 33 acres): The Cypress GC Property includes a portion of the former Cypress Golf Club, which ceased operation years ago. LARC currently uses approximately one acre of the Cypress GC Property (designated as Lot 1 in VTTM 19247) as a maintenance yard, while the clubhouse for the former Cypress Golf Club is presently being used as a church.

Grace Church Property (approximately 4 acres): The land owned by Grace Church within the Buildout Area, designated as Lots 5 and 10 in VTTM 19247, is part of a larger church property that is currently used for religious services and events and includes a small school, open space and parking areas.

3.2 SPECIFIC PLAN BACKGROUND

In 1946, Frank Vessels purchased 435 acres of land that included the Buildout Area in what would become the City of Cypress. Vessels initially used this land to raise cattle and quarter horses. In 1947, Vessels built a racetrack on a portion of the property that was used for car and quarter horse racing. In 1954, a new racetrack was developed at its current location within the Buildout Area. The adjoining Cypress Golf Club (Golf Club) was constructed in 1961 and permanently closed in 2004.

On April 17, 1990, the Cypress City Council adopted the original Cypress Business & Professional Center Specific Plan (Original Specific Plan), which established comprehensive guidance and regulations for the development of approximately 298.2 gross acres of land within the City that included all of the land that is currently governed by the Specific Plan, as well as the former Cypress Golf Club and several other properties in the surrounding areas. Subsequently, on April 24, 1990, in accordance with Measure D, the voters of the City of Cypress approved an initiative that changed the General Plan land use designation and the zoning designation for approximately 75 acres of land within the Original Specific Plan area. The Original Specific Plan was subsequently amended several times in connection with proposed development projects within the Original Specific Plan area.

On June 5, 2012, the voters of the City of Cypress approved "Measure L", a ballot initiative that, among other things, amended and restated in its entirety the Original Specific Plan as previously amended. This Amended and Restated Cypress Business & Professional Center Specific Plan (2012 Specific Plan) established a new Planning Area 9, which consisted of portions of Planning Areas 6, 7, and 8 from the Original Specific Plan, and permitted a range of senior housing, retail, and commercial uses. It also confirmed the intent to redevelop the Cypress GC Property.

On June 5, 2018, the voters of the City of Cypress approved the Cypress Town Center and Commons Specific Plan 2.0 (2018 Specific Plan) pursuant to "Measure A". The 2018 Specific Plan superseded and replaced the 2012 Specific Plan with respect to all of the real property within the area governed by the 2018 Specific Plan (2018 Specific Plan Area).

In May 2018, Cypress GC donated to the City nine acres of land within the 2018 Specific Plan Area located within and adjacent to the designated Public Park District at the southeast corner of Cerritos Avenue and Lexington Drive. The City subsequently developed Lexington Park on that site. Melia Homes recently developed a multi-family residential project with 135 residential units (Melia Project) on the eastern seven acres of the land within the designated Town Center District in the 2018 Specific Plan.

On November 5, 2024, the voters of the City of Cypress approved the current Specific Plan pursuant to “Measure S” as part of the Cypress Housing Element Implementation Project (Housing Implementation Project). The current Specific Plan superseded and replaced the 2018 Specific Plan. Prior to the voter's approval of Measure S, the City Council certified a Final Environmental Impact Report (SCH No. 2023040560) for the Housing Element Implementation Project (Housing Element Implementation Final EIR) that analyzed the environmental impacts associated with adding 676 residential units within the 2018 Specific Plan Area beyond the maximum number of residential units permitted under the 2018 Specific Plan. The 2018 Specific Plan permitted a maximum of 1,250 residential units, so the increase of 676 units now allows a maximum of 1,926 residential units within the 2018 Specific Plan Area (including the 135 residential units previously developed as part of the Melia Project). This Draft EIR conservatively analyzes the environmental impacts associated with the 676 additional residential units as part of the overall proposed project, notwithstanding that the Housing Element Implementation Final EIR recently analyzed those impacts. Accordingly, this Draft EIR incorporates the Housing Element Implementation Final EIR by reference.

3.3 SPECIFIC PLAN CHARACTERISTICS

The Specific Plan includes six land use districts that permit the development of residential, commercial, retail, restaurant, entertainment, and park and recreational uses. As shown on Figure 2-1 (Land Use Plan) of the Specific Plan, the land use districts include a Residential District (46.2 acres), Senior Housing/Medium-Density Residential District (23.1 acres), Mixed-Use (Town Center/HDR) District (24.1 acres), Mixed-Use (Town Center/MDR) (9.5 acres), Medium-Density Residential District (20.7 acres), and Public Park District (20 acres). As shown on Figure 2-2 (Residential Subdistricts) of the Specific Plan, the Residential District has been divided into a Single-Family Detached Subdistrict (19.7 acres) and a Single-Family Attached Subdistrict (27.2 acres), see **Figure 3-4: Specific Plan Land Uses and Allowed Dwelling Units per Acre**.



LSA

LEGEND

LAND USES

- Public Park District
- Mixed-Use (Town Center/HDR) District
- Mixed-Use (Town Center/MDR) District
- Medium-Density Residential District
- Residential District
- Senior Housing/ Medium-Density Residential District
- Public Park Overlay (2.0 Acres)

- VTTM 19247
- Buildout Area
- Proposed Lot Line

N

0 450 900
FEET

SOURCE: Forma, 12/2017

I:\C\CCP2201.050\G\Land_Use.ai (4/2/2025)

FIGURE 3-4

Specific Plan 3.0 Buildout Project

Land Uses and Allowed Dwelling Units per Acre

This page intentionally left blank

The Specific Plan includes development standards for each land use district that quantify the maximum amount of residential and non-residential development that can occur within a land use district and the overall area governed by the Specific Plan. Within the land use districts that permit residential uses (which includes all of the land use districts other than the Public Park District), the maximum residential densities range from 8 dwelling units/acre (du/ac) to 30 du/ac. The Specific Plan also includes the general locations of the permitted development, various development restrictions and limitations, infrastructure plans and sustainability guidelines.

The proposed project does not include any proposed amendments or modifications to the adopted Specific Plan. This Draft EIR analyzes programmatically the environmental impacts associated with residential and non-residential development within the Buildout Area based on a reasonably foreseeable buildout scenario, as presented in Section 3.5, Project Description, below.

3.4 PROJECT OBJECTIVES

Section 15124(b) of the *State CEQA Guidelines* states that the project description shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) of the *State CEQA Guidelines* further states that "the statement of objectives should include the underlying purpose of the project."

The underlying purpose of the proposed project is to redevelop the Buildout Area in accordance with the voted-approved Specific Plan. This will be accomplished consistent with the following objectives:

1. Provide a significant number of new residential units in the Buildout Area to help meet the unmet demand for housing in the City and the project vicinity, consistent with the City's Housing Element and the Cypress Town Center and Commons Specific Plan 3.0 approved by the voters of the City of Cypress.

2. Establish a mixed-use town center that is intended to be the City's "main street" and a gathering place for the community with a vibrant mix of entertainment, retail, restaurant, commercial and residential uses.

3. Revitalize a large urban area in the City that is currently significantly underutilized.

4. Diversify the City's existing housing stock by providing various housing product types and densities to meet a range of housing needs of Cypress and area residents.

5. Provide a mix of residential, commercial, retail and park and recreational uses that encourages project residents to walk or bike to and from the commercial areas and attractions and parks within the Buildout Area and provides an enhanced consumer and employee base for the new commercial uses.

6. Develop a project that will invigorate the local economy by providing new employment and business opportunities

7. Provide residential and commercial/retail improvement that will generate new sources of revenue for the City through increased property values and retail sales.

8. Extend existing City streets through all or a portion of the Buildout Area to improve overall traffic circulation in the project vicinity and provide necessary vehicular and pedestrian access for project residents, tenants, visitors and patrons.

9. Develop new residential and senior housing communities with sufficient housing units to support the size, scale and operation of planned public parks and other amenities and common areas included in the proposed project.

3.5 PROJECT DESCRIPTION

The project analyzed in this Draft EIR is the reasonably foreseeable buildout allowed under the current Specific Plan, which City of Cypress voters approved on November 5, 2024, pursuant to "Measure S" as part of the Housing Element Implementation Project.

3.5.1 Project Scope

Residential Development: As summarized in **Table 3.A: Specific Plan Land Use Plan Summary** below, the Specific Plan allows for a maximum of 1,926 residential units, including the units allowed on the seven-acre Melia Property. Melia Homes previously developed the Belmont residential project with 135 units on the Melia Property. Therefore, as shown in **Table 3.A**, an additional 1,791 residential units (1,926 – 135) may be developed within the Buildout Area.

Non-Residential Development: As shown in **Table 3.A**, the Specific Plan permits an aggregate maximum of 879,170 square feet of non-residential floor area within the Buildout Area. However, it is anticipated that, based on current and reasonably foreseeable future market conditions, the buildout of the Buildout Area will include substantially less than 879,170 square feet of non-residential development. Therefore, the environmental analyses in this Draft EIR are based in part on the assumption that only 440,000 square feet of non-residential development will occur within the Buildout Area. This represents approximately 50 percent of the maximum amount of permitted non-residential development. If non-residential development that cumulatively exceeds 440,000 square feet is later proposed within the Buildout Area, additional environmental review in accordance with the provisions of CEQA and the *State CEQA Guidelines* may be required if and to the extent such non-residential development requires any discretionary action by the City.

Development of Lot 14: Melia Homes has proposed a project (Lot 14 Project) on the entirety of Lot 14 in proposed VTTM 19247, which includes approximately 7.33 acres of land, as shown on **Figure 3-5: Vesting Tentative Map No. 19247** and **Table 3.B: Maximum/Reasonably Foreseeable Project Buildout** below. The Lot 14 Project includes the subdivision of proposed Lot 14 into 8 lots (Lots 1-6, A and B) for condominium purposes for the construction and sale of 112 attached townhomes, with common areas for landscaping, recreation center, parking, drive aisles, and easements. The Lot 14 Project is located in the Mixed-Use (Town Center/MDR) District established in the Specific Plan.

Table 3.A: Specific Plan Land Use Plan Summary

Land Use District	Area (acres)	Maximum FAR[1]	Maximum Residential Units	Maximum Development Capacity (sq ft)
Public Park	18.2[2]	N/A	N/A	N/A
Mixed-Use (Town Center/HDR)	24.1	0.6:1	1,926 (aggregate total for Residential, Senior Housing/Medium-Density Residential, Medium-Density Residential and Mixed-Use Districts)	629,878
Mixed-Use (Town Center/MDR)	9.5	0.6:1		248,292
Residential	46.2	N/A		N/A
Senior Housing/Medium-Density Residential	23.1	N/A		N/A
Medium-Density Residential	20.7	0.6:1		N/A
Roads	9.6	N/A	N/A	N/A
Total Specific Plan 3.0	151.4[4]	--	1,926[3]	879,170

Source: LSA (2025).

[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 FAR allowed on any development parcel is 1.0:1.

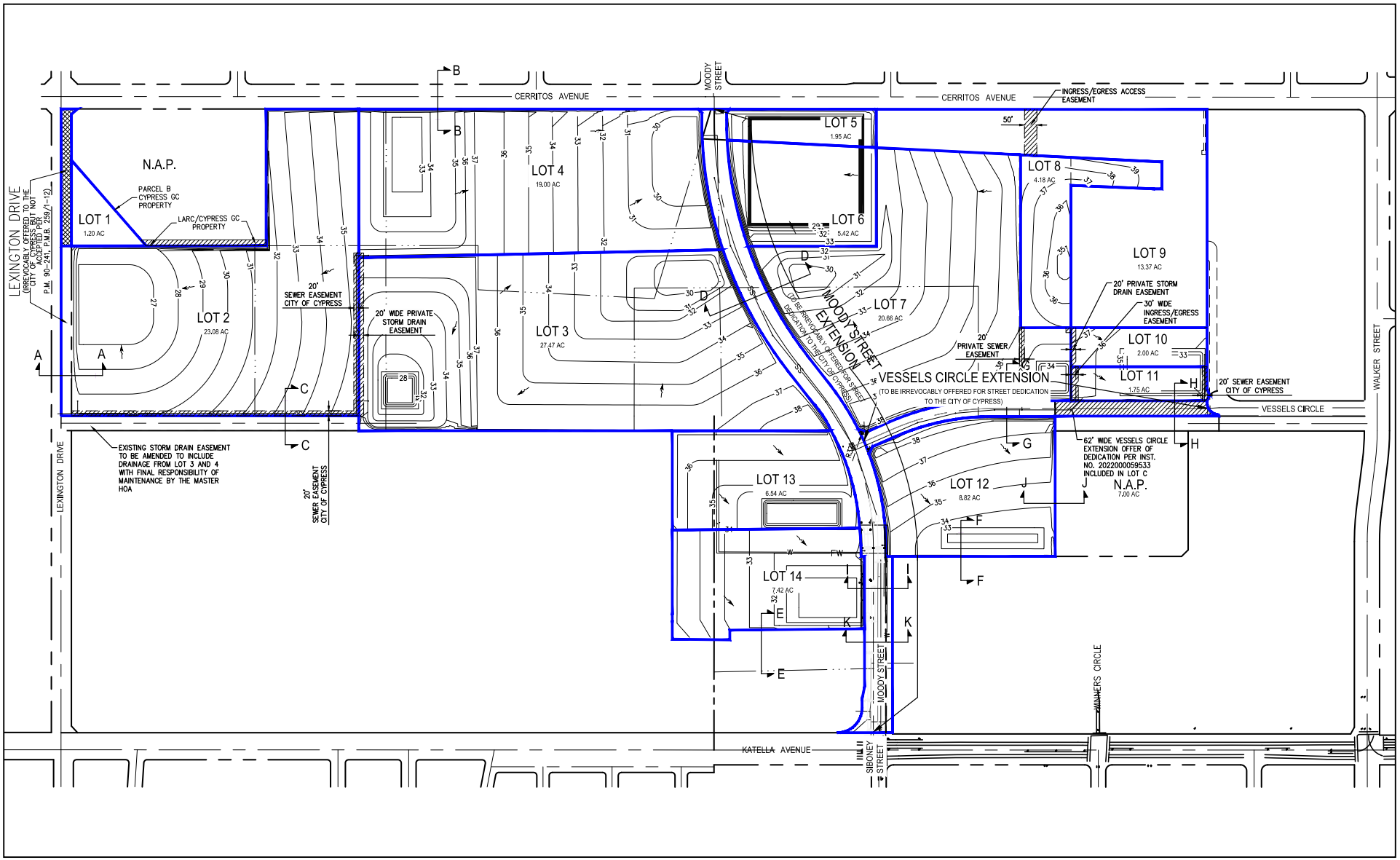
[2] The minimum amount of public park space within the area governed by the Specific Plan is 20 acres. In addition to the 18.2 acres of public park space within the Public Park District, a 2-acre public park has been designated as a land use overlay within the Mixed-Use (Town Center/HDR) District, provided 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 would be developed there.

[3] The aggregate total of 1,926 residential units includes the 135 residential units previously developed on the Melia Property. Therefore, an additional 1,791 residential units are allowed in these districts within the Buildout Area.

[4] In preparing VTTM 19247, the acreages for the Land Use Districts and roads within the area governed by the Specific Plan were more accurately calculated, resulting in a slightly reduced total land area of approximately 150.1 acres.

HDR= High-Density Residential
MDR= Medium-Density Residential
N/A = not applicable
SFR= Single-Family Residential
sq ft = square feet

This page intentionally left blank



LSA

FIGURE 3-5

LEGEND:

CENTERLINE

RIGHT OF WAY/PROPERTY LINE

PROPOSED LOT LINE

PROPOSED DETENTION BASIN

N

0 400 800

FEET

Specific Plan 3.0 Buildout Project

Vesting Tentative Tract No. 19247

SOURCE: TAIT & Associates

I:\C\CCP2201.050\G\Vest_Tentative_Tract_Map_Exist_Sub_LO.ai (3/11/2026)

This page intentionally left blank

Table 3.B: Maximum/Reasonably Foreseeable Project Buildout

Lot Number	Specific Plan Land Use District	Lot Size (ac)	Maximum Number of Dwelling Units (du)/Reasonably Foreseeable Non-Residential Floor Area	Maximum Residential Density (du/ac)	Maximum Effective Residential Density (du/ac)
2	Senior Housing/MDR	23.08	404 du	15-20	17.5*
3	Residential	27.15	269 du	10	9.9
4	Residential	19.00	141 du	8	7.4
7	Medium-Density Residential	20.66	309 du	15	14.9
10	Mixed-Use (Town Center/MDR)	2.00	29 du	15	14.5
11	Mixed-Use (Town Center/HDR)	1.75	51 du	30	29.1
12	Mixed-Use (Town Center/HDR)	8.86	265 du	30	29.9
13	Mixed-Use (Town Center/HDR)	6.52	195 du	30	29.9
14	Mixed-Use (Town Center/MDR)	7.33	128 du	15-20	17.5*
10-14	Non-Residential	26.6	440,000 sq ft Non-Residential	N/A	N/A
Total					1,791 additional dwelling units 440,000 square feet of non-residential floor area

Source: LSA (2025).
ac = acres
Specific Plan = Cypress Town Center and Commons Specific Plan 3.0
du = dwelling units
du/ac = dwelling units per acre
HDR = High-Density Residential
MDR = Medium-Density Residential
N/A = not applicable
sq ft = square feet
* This number of dwelling units per acre is a midpoint between the maximum density for medium-density residential (15 du/ac) and the maximum density for senior housing (20 du/ac) allowed on this lot pursuant to the Specific Plan.

As shown in **Table 3.B: Maximum/Reasonably Foreseeable Project Buildout** below, the analyses in this Draft EIR are based on the assumed development of Lot 14 with 128 residential units and a portion of the 440,000 square feet of non-residential development that is anticipated to occur in the Buildout Area. Given that the Lot 14 Project includes only 112 residential units (fewer than the 120 residential units assumed for analytical purposes in this Draft EIR) and no non-residential uses, the environmental analyses in this Draft EIR fully account for the proposed Lot 14 Project and are conservative in that they overstate the environmental impacts associated with the development of Lot 14.

3.5.2 Relationship to Lots in VTTM 19247

As shown in **Figure 3-5: Vesting Tentative Map No. 19247,** proposed VTTM 19247 would divide the Buildout Area and other land currently owned by Grace Church into 14 numbered lots. The numbered lots would accommodate the development of residential, non-residential and park and recreational

uses. VTTM 19247 also includes existing Siboney Street, land that would be used to expand a portion of Lexington Drive adjacent to Lot 1 and Lexington Park, the further extension of Vessels Circle between Lots 7 and 12 and the extension of Moody Street to connect to Siboney Street, with Siboney Street becoming part of Moody Street.

In accordance with the approved Specific Plan, the proposed project evaluated in this Draft EIR includes residential development on Lots 2 through 4, 7, and 10 through 14, non-residential development on Lots 10 through 14, and the development of park and recreational improvements on Lots 1, 5, and 6 (as well as two additional acres within the Specific Plan that will be specified in the future).

Development on Lots 1, 5, and 6 is limited to park and recreational uses. The Public Park District includes 18.2 acres of specifically identified land, which includes the nine acres of land that the City has previously developed as Lexington Park following its approval as the Cypress Sports Park Project (SCH No. 2019089093).

The proposed project evaluated in this Draft EIR does not assume any development on Lots 8 and 9. Grace Church owns Lot 9 where its existing church facilities are located. It is anticipated that Grace Church would acquire Lot 8 from LARC in exchange for transferring ownership of Lots 5 and 10 to LARC. Following this anticipated land swap, Grace Church would own Lots 8 and 9, which collectively include approximately 17.55 acres of land and are not located within the Buildout Area. Lots 8 and 9 have been included in VTTM 19247 solely in connection with the contemplated land swap and no development is presently contemplated on those lots by Grace Church.

The maximum residential buildout and reasonably foreseeable non-residential buildout of the Buildout Area pursuant to the Specific Plan, shown in **Table 3.B: Maximum/Reasonably Foreseeable Project Buildout** below, reflects the land swap described above and therefore includes Lots 5 and 10, and excludes Lots 8 and 9.

3.5.3 Circulation and Access

As shown on **Figure 3-5**, consistent with the approved Specific Plan, the proposed project evaluated in this Draft EIR assumes the extension of Moody Street from Cerritos Avenue to Katella Avenue, as well as the extension of Vessels Circle from its current western terminus to intersect with the Moody Street extension. The Moody Street extension would traverse the Buildout Area, passing adjacent to Lots 3, 4, 13, and 14 in VTTM 19247, and create a central north-south corridor, while the extension of Vessels Circle within Lot C would, among other things, provide access to Lots 10 and 11 in VTTM 19247. The proposed project also includes, consistent with the Specific Plan, the widening of Lexington Drive within Lot B in VTTM 19247. Future development within the Buildout Area may require the construction of private driveways, accessways and/or streets that connect to the Moody Street and Vessels Circle extensions and existing public streets adjacent to the Buildout Area, but their specific locations and sizes would be determined during the design process.

3.5.4 Open Space and Landscaping

The proposed project evaluated in this Draft EIR also assumes that the Buildout Area would include landscaped areas as required by the Specific Plan and the City of Cypress Municipal Code (Municipal

Code), as applicable. The exact location and amount of landscaped areas have not been designed yet and would be determined in connection with the future development of specific development projects.

The proposed project evaluated in this Draft EIR also assumes that the Buildout Area would include approximately 11 acres of land on which park and recreational uses would be developed, including the land in Lots 1, 5, and 6 and the two additional acres of public park space that may be located in one or more of the land use districts established in the Specific Plan. The specific amenities and improvements that would be developed in the Public Park District and the additional two acres of public park space would be determined in connection with future development projects that are proposed within the Buildout Area.

3.5.5 Water

As set forth in Section 2.3 (Water Plan) of the Specific Plan, the Golden State Water Company (GSWC) provides water supply to the land within the Buildout Area. There are existing water lines within Lexington Drive, Cerritos Avenue, and Katella Avenue, as depicted on Figure 2-4 (Water Plan) in the Specific Plan, that currently serve, and would continue to serve, the Buildout Area. GSWC has indicated that these existing lines are adequate for the approved uses within the Buildout Area.

3.5.6 Wastewater

As set forth in Section 2.4 (Wastewater Plan) of the Specific Plan, existing sewer lines consist of a 30-inch Orange County Sanitation District (OC San) regional sub-trunk in Lexington Drive that flows south to Katella Avenue, 21-inch and 18-inch City sewer lines that connect to the OC San facility at the intersection of Katella Avenue and Lexington Drive, and a trunk line in Enterprise Drive. The existing trunk sewer lines adjacent to the Buildout Area are shown on the Wastewater Plan in Figure 2-5 of the Specific Plan. New development that occurs within the Buildout Area would connect to the existing trunk sewer lines.

Wastewater services for future development within the Buildout Area would be provided by the City of Cypress and OC San. The proposed project evaluated in this Draft EIR assumes the installation of the following two new sewer connections to existing sewer main lines: (1) a new 8-inch line on Lot 2, which would connect to the existing 30-inch sewer trunk line owned and maintained by OC San within Lexington Drive; and (2) a new 8-inch sewer line (which would gradually increase in size to a 15-inch line at the existing main line connection) on Lots 3 to 7 and Lots 10 to 14, running north to south along the proposed extension of Moody Street. The second sewer connection would connect to the existing 18-inch and 21-inch sewer main lines in Katella Avenue that are owned and maintained by the City. To maintain sufficient capacity to serve the development allowed within the Buildout Area, it is anticipated that the 18-inch and 21-inch sewer main lines within Katella Avenue would need to be upsized to a 24-inch main line that would ultimately connect to the existing 30-inch OC San sewer trunk line.

3.5.7 Stormwater

Under existing conditions, the southern portion of the Buildout Area generally drains south towards the Katella Avenue Storm Drain, the northwestern portion of the Buildout Area drains west towards

Lexington Drive, and a small portion of the Buildout Area in the north drains north towards Cerritos Avenue. To accommodate the anticipated drainage patterns within the Buildout Area, it is assumed that an additional outfall would be installed at the existing Vessels Circle Storm Drain. The proposed project evaluated in this Draft EIR also assumes the installation of a tributary line to the Walker Street Storm Drain.

3.5.8 Solid Waste

Solid waste collection for the Buildout Area would be provided by Valley Vista Services of Orange County, a private solid waste hauler. The City currently contracts with Valley Vista Services of Orange County to collect and dispose of the solid waste/refuse generated in the City.

3.5.9 Electricity and Communication

Electricity for the development allowed within the Buildout Area would be supplied by Southern California Edison (SCE) through connections to existing service lines. Telephone, television, and internet services are offered by a variety of providers in the City of Cypress, including AT&T, Frontier Communications, Spectrum, HughesNet, and ViaSat. Non-satellite providers include Frontier and Spectrum Cable. Satellite internet providers include ViaSat, DirectTV, and DishTV. These services are privately operated and offered to each location in the City for a fee defined by the provider.

3.5.10 Construction Assumptions

The proposed project evaluated in this Draft EIR assumes that development of the land uses allowed by the Specific Plan within the Buildout Area would require the demolition and removal of all or a substantial portion of the existing improvements associated with Los Alamitos Race Course, including the race track and infield area, grandstand, buildings, barns and structures and two artificial lakes. That would be followed by the grading for and construction of specific development projects within discrete portions of the Buildout Area. It is anticipated that construction would commence in 2026 and be completed in 2038.

As discussed above, development within the Buildout Area would occur on a project-by-project basis and the specific design and sequencing of those projects cannot be determined at this time. However, the construction analyses in this Draft EIR are based on two different construction scenarios to provide a conservative, worst-case analysis. The first construction scenario evaluates full buildout of 1,791 additional residential units and 440,000 square feet of non-residential development, consistent with CEQA and South Coast Air Quality Management District (SCAQMD) guidance. Regional construction emissions were calculated for demolition, site preparation, grading, building construction, paving, and architectural coating activities. Operational emissions, including those from vehicle trips and energy use, were also estimated.

The second construction scenario includes construction emissions based on a reasonable worst-case circumstance that includes the simultaneous grading of multiple development areas to reflect a conservative construction scenario. This scenario assumes that grading activities would occur concurrently on five lots—Lots 2, 4, 7, 12, and 13—with full grading of Lots 4, 12, and 13, as well as partial grading of the southern 8 acres of Lot 2 and the northern 11 acres of Lot 7. The purpose of this model run is to capture the potential for overlapping construction schedules. As such, this scenario

focuses on grading to represent the most intensive, concurrent construction activities that would generate peak construction emissions.

3.5.11 Requested Entitlements, Approvals and Permits

The list below includes the anticipated approvals and permits required for the proposed project, with the understanding that the Specific Plan has already been approved by Cypress voters. This Draft EIR analyzes the environmental impacts of the proposed project and provides environmental review sufficient for all necessary entitlements, approvals, permits and other agency actions associated with the proposed project. In accordance with Sections 15050 and 15367 of the *State CEQA Guidelines*, the City is the designated lead agency for the proposed project and has principal authority and jurisdiction for CEQA actions and project approvals. The discretionary entitlements, approvals, and permits for the proposed project include, but are not necessarily limited to the approval of the following:

- Vesting Tentative Tract Map No. 19247; and
- Development Agreement pursuant to Section 65864 *et seq.* of the California Government Code.

In addition to the specific discretionary approvals listed above, subsequent development projects within the Buildout Area would also require discretionary and/or ministerial approvals and permits, including, but not limited to, the approval of site plan review pursuant to Section 5.8 of the Specific Plan, further subdivision maps, demolition permits, grading permits, and building permits.

This page intentionally left blank

4.0 EXISTING SETTING, ENVIRONMENTAL ANALYSIS, IMPACTS, AND MITIGATION MEASURES

OVERVIEW OF ENVIRONMENTAL SETTING

This chapter contains 20 sections, and each section addresses one environmental topic listed in Appendix G to the Guidelines for the California Environmental Quality Act (*State CEQA Guidelines*) (California Code of Regulations [CCR] Title 14, Chapter 3, Sections 15000–15397).

For each environmental impact issue analyzed, this Draft Environmental Impact Report (Draft EIR) includes a detailed explanation of the existing conditions, thresholds of significance that will be applied to determine whether the project's impacts are significant or less than significant, analysis of the environmental impacts, and a determination of whether the project would have a significant impact if implemented. A "significant impact" or "significant effect" means "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, flora fauna, ambient noise, and object of aesthetic significance. An economic or social change by itself shall not considered to be a significant effect on the environment." (14 CCR Section 15382). Each environmental topic section in Chapter 4.0 also includes a discussion of the cumulative effects of the project when considered in combination with other projects, causing related impacts, as required by *State CEQA Guidelines* Section 15130.

Each of the sections is organized into eleven subsections, as follows:

- **Introduction** briefly describes the topics and issues covered in the section.
- **Scoping Process** briefly summarizes the comment letters received in response to the Notice of Preparation (NOP).
- **Methodology** describes the approach and methods employed to complete the environmental analysis for the issue under investigation.
- **Existing Environmental Setting** describes the relevant physical conditions that exist at the time of the issuance of the NOP that may influence or affect the issue under investigation. This section focuses on physical site characteristics that are relevant to the environmental topic being analyzed.
- **Regulatory Setting** lists and discusses the laws, ordinances, regulations, plans, and policies that relate to the specific environmental topic and how they apply to the proposed project.
- **Thresholds of Significance** sets forth the thresholds that are the basis of the conclusions regarding significance, which are primarily the criteria in Appendix G to the *State CEQA Guidelines* and the City of Cypress' (City) *Initial Study/Environmental Checklist*.
- **Project Impacts** describes the potential environmental changes to the existing physical conditions that may occur if the proposed project is implemented. Evidence is presented to show the cause-and-effect relationship between the proposed project and potential changes in

the environment. In accordance with *State CEQA Guidelines* Section 15126.2(a), this Draft EIR is required to "identify and focus on the significant environmental effects" of the proposed project. The magnitude, duration, extent, frequency, and range or other parameters of a potential impact are ascertained to the extent feasible to determine whether impacts may be significant. In accordance with CEQA and the *State CEQA Guidelines*, potential project impacts, if any, are classified as follows for each of the environmental topics discussed in this Draft EIR.

- **Significant and Unavoidable Impact:** An impact is considered *significant and unavoidable* when the Lead Agency finds that even with the application of all feasible mitigation measures or project alternatives, the project would still result in a substantial adverse change in the identified significant environment. In other words, no reasonable actions are available that would reduce the impact to a less than significant level. If the proposed project is approved with significant and unavoidable impacts, the decision-making body is required to adopt a statement of overriding considerations pursuant to *State CEQA Guidelines* Section 15093 explaining why the project benefits outweigh the unavoidable adverse environmental effects caused by those significant and unavoidable environmental impacts.

- **Less Than Significant with Mitigation Incorporated:** An impact is considered less than significant with mitigation incorporated when the proposed project could potentially cause a significant environmental effect, but feasible mitigation measures or project modifications are available and would be implemented to avoid or substantially reduce the significant impact to below the threshold of significance. After mitigation, no significant adverse environmental effects would remain. If the proposed project is approved, the decision-making body is required to make findings pursuant to *State CEQA Guidelines* Section 15091 that significant impacts have been mitigated to the extent feasible through implementation of mitigation measures.

- **Less Than Significant Impact:** An impact is considered less than significant when the proposed project would not result in a substantial adverse change in the environment, and the level of effect would not exceed the applicable threshold of significance established under CEQA. In this case, the impact would be minor, temporary, or adequately controlled through standard regulations, project design features, or existing policies, such that no mitigation measures are required to reduce the impact. No mitigation is required for less than significant impacts.

- **No Impact:** A determination of no impact is made when the proposed project would not result in any change to the physical environment for the resource in question. In this case, there would be no effect on existing environmental conditions, and the impact would not occur under any circumstances.

- **Level of Significance Prior to Mitigation** summarizes the potentially significant impacts of the project, if any, prior to mitigation.

- **Regulatory Compliance Measures and Mitigation Measures** describe relevant laws or regulations that must be adhered to with respect to the construction and/or operation of the

proposed project and that would reduce or lessen potential impacts related to a particular environmental area and identifies project-specific measures that avoid, minimize, rectify, reduce, eliminate, or compensate for a potentially significant impact.

- **Level of Significance after Mitigation** describes the significance of potential impacts after implementation of feasible, recommended mitigation measures. Potential significant and unavoidable impacts are clearly stated in this section.

- **Cumulative Impacts** refers to potential environmental changes to the existing physical conditions that may occur as a result of project implementation together with all other reasonably foreseeable, planned, and approved future projects in the vicinity of the approximately 134 acres of land on which the proposed project would be developed (Buildout Area) that produce related impacts. *State CEQA Guidelines* Section 15355 defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts may result from individually minor but collectively significant projects taking place over a period of time. Projects that have progressed to the stage where a project application has been filed are normally treated as foreseeable probable future projects. For each of the environmental topics considered in this Draft EIR, the geographic scope of the cumulative analysis is defined.

Thresholds of Significance

The threshold questions used in this Draft EIR are consistent with Appendix G to the *State CEQA Guidelines*.

Related Projects

In accordance with *State CEQA Guidelines* Section 15130, cumulative impacts are anticipated impacts of the proposed project along with reasonably foreseeable growth. Reasonably foreseeable growth may be based on either:

- A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or

- A summary of projections contained in the adopted General Plan or related planning document, or in a prior environmental document that has been adopted or certified, and that described or evaluated regional or area-wide conditions contributing to the cumulative impact.

Each environmental topic in this Draft EIR includes a cumulative impact analysis that follows the CEQA-recommended approaches outlined in *State CEQA Guidelines* Section 15130. For topic areas using the project list approach, the analysis begins with a summary of the past, present, and reasonably foreseeable future projects that could contribute to cumulative impacts, including a summary of CEQA findings for the project that underwent environmental clearance. Each section identifies the relevant projects and, where appropriate, specifies the geographic scope for the cumulative analysis if it differs from the overall cumulative project list (for example, when a resource area's impact footprint is broader or more localized than the Buildout Area). For topic areas where the plan-based approach is more appropriate, the analysis relies on regional growth

projections and assumptions from adopted plans and previously certified environmental documents, consistent with CEQA's second allowable method, like air quality, greenhouse gas emissions and energy. This structure ensures that each cumulative impact discussion is tailored to the resource analyzed and grounded in the appropriate scale of cumulative effect.

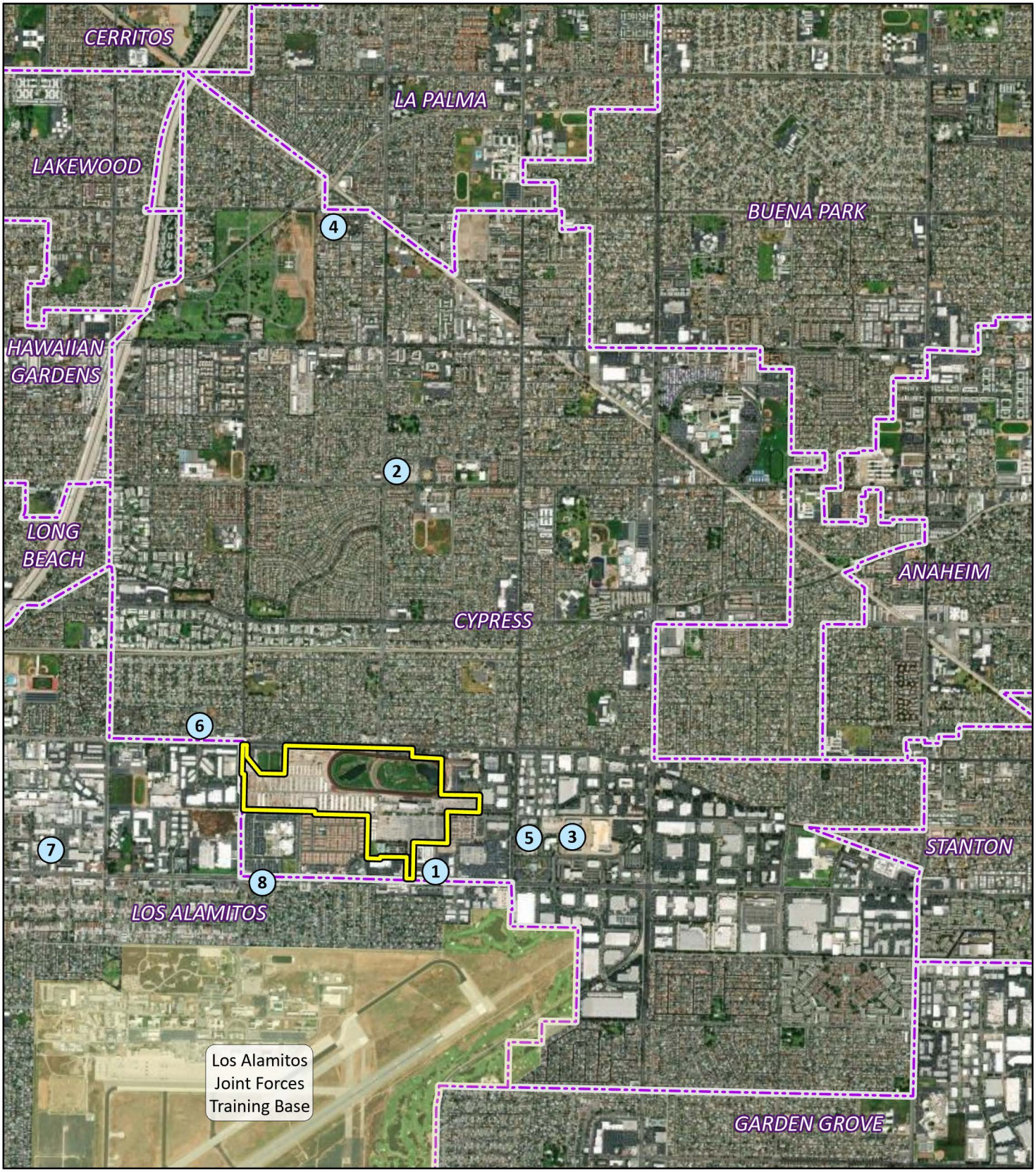
The discussion of cumulative impacts "should be guided by the standards of practicality and reasonableness" (*Environmental Protection Info. Center v. Department of Forestry & Fire Protection* (2008) 44 Cal.4th 459, 524). A proposal that has not crystallized to the point that it would be reasonable and practical to evaluate its cumulative impacts need not be treated as a probable future project (*City of Maywood v. Los Angeles Unified School District* (2012) 208 Cal.App.4th 362, 397). Rather, a potential future project qualifies for inclusion in an analysis of cumulative impacts only to the extent the future project is "both probable and sufficiently certain to allow for meaningful cumulative impact analysis" (*Id.* at 398; see *City of Long Beach v. Los Angeles Unified School Dist.* (2009) 176 Cal.App.4th 889, 902 [when "review[ing] the agency's decision to include information in the cumulative impacts analysis[,] … [w]e determine whether inclusion was reasonable and practical"]).

Table 4.A: Summary of Related Projects and **Figure 4-1: Related Projects** provide a list of related projects within the cities of Cypress and Los Alamitos.

Table 4.A: Summary of Related Projects

Project No.	Related Project and Location	Description
1	Shea Properties Mixed Use Development (5155–5253 Katella Avenue, Cypress)	Development of a 43,200-square-foot theater, five-story hotel with up to 120 rooms, approximately 20,800 square feet of retail and restaurant uses, and a four-story residential component with up to 251 market-rate apartment units.
2	Melia Homes – Citrus Square (9470 Moody Street, Cypress)	Development of 135 dwelling units, including 56 two-story condominiums and 79 three-story row townhomes.
3	Goodman Commerce Center (5755 and 5885 Plaza Drive, Cypress)	Development of 581,663 square feet of warehouse space.
4	8561 Belmont Street, Cypress	Development of eight multi-family housing units.
5	LTP Modern Machine (10900 Walker Street, Cypress)	Development of a 24,252-square-foot warehouse facility.
6	Sycamore Creek Charter School (4321 Cerritos Avenue, Cypress)	Private school for 340 students.
7	Los Alamitos Medical Center, Los Alamitos	Development of a medical center consisting of 218 beds.
8	4562 Katella Avenue, Los Alamitos	Development of a 5,020-square-foot general office building.

Source: City of Cypress (April 2025).



LSA

Project Site

City Boundary

Related Project

Site Operational Status

Active

0 0.25 0.5 Miles

FIGURE 4-1

Specific Plan 3.0 Buildout Project

Related Projects

SOURCE: Earthstar Geographics (2024)

I:\C\CCP2201.050\GIS\Pro\Los Alamitos Race Course Development Project\Los Alamitos Race Course Development Project.aprx (5/28/2025)

This page intentionally left blank

4.1 AESTHETICS

This section identifies the existing aesthetic condition of the Buildout Area and the surrounding area and evaluates the potential impacts of the Specific Plan 3.0 Buildout Project (proposed project) relating to scenic vistas, scenic resources, visual resources and lighting. Information in this section is based on the design guidelines and development standards contained in the Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan), the City of Cypress Zoning Ordinance, and the Cypress General Plan Conservation/Open Space/Recreation Element.[1]

4.1.1 Scoping

The City of Cypress (City) received six comment letters during the public review period of the Notice of Preparation (NOP). For copies of the NOP comment letters, refer to **Appendix A** of this Draft Environmental Impact Report (Draft EIR). No comment letters included comments related to aesthetics.

4.1.2 Methodology

The assessment of aesthetic impacts is subjective by nature. This analysis identifies and objectively examines factors that contribute to the perception of aesthetic impacts that could be caused by the proposed project. The potential aesthetic impacts of the proposed project were assessed based on consideration of several factors, including setting, scale, mass, and proportion. Public viewer groups are limited to motorists and pedestrians along public roadways in the project vicinity, as well as users of nearby parks and/or public open spaces.

The concepts and terminology used in this analysis are described below.

4.1.2.1 Scenic Resources

Scenic resources are defined as natural or manmade elements that contribute to an area's scenic value and are generally viewed as visually pleasing or otherwise in a positive light. Scenic resources may include landforms, vegetation, trees, rock outcroppings, water, or historic buildings within a state scenic highway, and may include a cultural modification to the natural environment. A development could impact a scenic resource directly through physical changes (e.g., removal, disturbance, or development on a ridgeline, hillside, peak or shoreline) and/or through limiting access to the scenic resource to the viewing public. The degree to which these resources are present or significant is based on the values of the community and the viewing public.

4.1.2.2 Scenic Vista

A scenic vista typically consists of an expansive view or viewshed designated by the community or a feature valued by the viewing public. A development project can affect a scenic vista by either blocking or partially obstructing publicly available views of the vista, or by blocking access to said vistas.

[1] City of Cypress. 2001. *Cypress General Plan Conservation, Open Space/Recreation Element*. Website: https://www.cypressca.org/home/showpublisheddocument/686/636123123792970000 (accessed March 2026).

4.1.2.3 Scenic Corridors

Scenic corridors are public features that facilitate movement (primarily by automobile, transit, bicycle, or foot) from one location to another and provide expansive views of natural landscapes and/or visually attractive manmade development. Scenic corridors analyzed under the California Environmental Quality Act (CEQA) typically include State-designated scenic highways and locally designated scenic routes.

4.1.2.4 Scenic Character

The scenic character of an area is defined by the natural or manmade features that create an overall impression of an area. In this context, scenic character will vary widely based on one's location. For example, the scenic character of a residential neighborhood may be defined by a pleasing streetscape with mature landscaping and well-maintained residences, while that of a commercial area may be defined by the age, style, and mix of uses; the pedestrian scale (or lack thereof); access and parking areas; landscaping; and public amenities. In general, scenic character can be organized around four basic elements: (1) site utilization; (2) buildings and structures; (3) landscaping; and (4) signage. Adverse effects to scenic character may result from the development of incompatible uses, the absence of required public amenities, poor building siting and design, and/or insufficient, inappropriate, incompatible signage, landscaping, screening, or lighting.

4.1.2.5 Glare

Glare is a continuous or periodic intense light that may cause eye discomfort or be temporarily blinding to humans. Glare in the form of sunlight reflecting off windows and building surfaces may affect adjacent uses or interfere with the operation of motor vehicles, aviation, or other activities. Glare can also be produced during evening and nighttime hours by artificial light sources, such as illuminated signage and vehicle headlights. Glare-sensitive uses generally include residences and transportation corridors (i.e., roadways).

4.1.2.6 Light Sources

A light source is a device that produces illumination, including incandescent bulbs, fluorescent and neon tubes, halogen and other vapor lamps, light-emitting diode (LED) fixtures, and reflecting surfaces or refractors incorporated into a lighting fixture. Any translucent enclosure of a light source is considered to be part of the light source.

4.1.2.7 Vantage Point

A vantage point is a particular point of observation.

4.1.2.8 Light and Glare

The analysis of light and glare identifies the location of light-sensitive land uses and describes the existing ambient conditions in and in the vicinity of the Buildout Area. The analysis describes the proposed project's light and glare sources and the extent to which project lighting, including any potential illuminated signage, would spill off the Buildout Area onto adjacent light-sensitive areas. The analysis also describes the affected street frontages, the direction in which the light would be focused, and the extent to which the proposed project would illuminate sensitive land uses. The

analysis also considers the potential for glare in the form of sunlight to reflect off of windows and building surfaces and the extent to which such glare would affect adjacent uses or interfere with the operation of motor vehicles, aviation, or other activities.

4.1.3 Environmental Setting

The Buildout Area is relatively flat with slight elevation changes throughout. A variety of existing structures and facilities are located on the Los Alamitos Race Course (LARC) Property that support horse racing, training, and community activities. Structures include a race track, grandstand structure, two artificial water features inside the race track, one-story clubhouse and restaurant structures, lighting structures, approximately 41 permanent one-story barns and several temporary structures and barns. The LARC Property also contains parking areas, landscaping, drainage features, sheds, maintenance areas, and perimeter fencing. Regional vehicular access to the Buildout Area is provided by Interstates 605 and 405 (I-605 and I-405), which are approximately 1.5 miles to the west and 2.1 miles to the south, respectively; Beach Boulevard (State Route 39 [SR-39]), approximately 2.7 miles to the east; and State Route 22 (SR-22), approximately 2 miles to the south.

The Buildout Area is bounded by W. Cerritos Avenue to the north, several existing commercial and institutional uses along and near Walker Street to the east, Katella Avenue and several existing commercial, retail and residential uses to the south, and Lexington Drive to the west. Immediately northwest of most of the Buildout Area is Lexington Park, a 9-acre park located at 4600 W. Cerritos Avenue at the southeast corner of the Cerritos Avenue/Lexington Drive intersection, immediately west and north of the Buildout Area. Immediately east and north of the Buildout Area is Grace Church, located at 5100 W. Cerritos Avenue.

The area southeast of the Buildout Area is developed with the Belmont residential project by Melia Homes, which consists exclusively of residential uses, and The Square at Cypress by Shea Homes, which includes residential, hotel, retail, and service uses. Farther east, a retail center at 5401 Katella Avenue contains a Costco Wholesale warehouse and gas station, as well as other commercial uses.

Southwest of the Buildout Area, along Katella Avenue, are Cottonwood Church (4505 Katella Avenue), the Ovation at Flora Park senior housing community, and a commercial center that includes restaurant, retail, service uses, a 24 Hour Fitness, and the Residence Inn Cypress Los Alamitos (4931 Katella Avenue). West of Lexington Drive, existing development includes light industrial, office, and commercial uses. Buildings within the vicinity of the Buildout Area generally range from one to four stories (approximately 15 to 70 feet in height) and include a mix of residential, commercial, industrial, and public uses.

The Buildout Area includes approximately 134 acres of land. As such, there are many different public vantage points of the Buildout Area. It is visible from the north by vehicles and pedestrians traveling southbound along Moody Street and along both sides of W. Cerritos Avenue. From the east, the Buildout Area is visible to vehicles and pedestrians traveling along Vessels Circle and other access roadways. From the west, the Buildout Area is visible to vehicles and pedestrians traveling along Lexington Drive and people visiting Lexington Park. From the south, the Buildout Area is visible to vehicles and pedestrians traveling along Katella Avenue and Enterprise Drive.

4.1.4 Regulatory Setting

The following section describes the federal, State, regional, and local regulatory framework applicable to analyzing potential impacts related to aesthetics from development of the proposed project.

4.1.4.1 Federal Regulations

No federal regulations pertaining to aesthetics are applicable to the proposed project.

4.1.4.2 State Regulations

Caltrans Scenic Highway Program. The California Department of Transportation's (Caltrans) Scenic Highway Program protects the natural scenic beauty of the State's highways and corridors through its designated scenic highways throughout the State.[2] Caltrans designates freeways, highways, roads, or other public rights-of-way (ROW) as scenic highways pursuant to a variety of factors, including whether the ROW traverses an area of outstanding scenic quality and contains striking views, flora, geology, and other unique natural attributes. Other considerations given to a scenic highway designation include how much of the natural landscape a traveler may see and the extent to which visual intrusions degrade the scenic corridor.

According to Caltrans, the only State-designated Scenic Highway in Orange County is a 4-mile portion of State Route 91 (SR-91) from State Route 55 (SR-55) to east of the Anaheim city limits. This portion of SR-91 is approximately 12 miles northeast of the Buildout Area. The nearest State highway that is eligible for official designation as a State Scenic Highway is a portion of Pacific Coast Highway (PCH or State Route 1 [SR-1]), which is located approximately 5.5 miles southwest of the Buildout Area in the City of Seal Beach.

Title 24 of the California Code of Regulations Building Energy Efficiency Standards. The California Building Code (California Code of Regulations [CCR], Title 24)—including Title 24, Part 6—includes Section 140.7 and Section 130.2 of the 2022 Building Energy Efficiency Standards, which regulate outdoor lighting characteristics such as maximum power, brightness, shielding, and the use of sensor controls to automatically turn lighting on and off. Lighting standards vary by designated lighting zones, which are established based on ambient light levels and land use intensity. These zones are classified using population data from the 2010 United State (U.S.) Census and range from Lighting Zone 0 (very low ambient light) to Lighting Zone 4 (high ambient light). Specifically, Lighting Zone 1 represents low ambient illumination (e.g., rural or natural areas), Zone 2 represents moderate ambient illumination (e.g., rural/suburban), and Zone 3 applies to urban areas with moderately high ambient illumination. The Buildout Area is located in Lighting Zone 3 (LZ3), and outdoor lighting for the proposed project would be required to comply with all applicable standards for this zone, including limits on lighting power density and requirements for full cutoff fixtures and motion-sensing controls, thereby reducing energy consumption and minimizing light pollution.

[2] California Department of Transportation (Caltrans). 2008. Scenic Highway Guidelines. Website: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways (accessed March 2026).

4.1.4.3 Regional Regulations

No regional regulations pertaining to aesthetics are applicable to the proposed project.

4.1.4.4 Local Regulations

Cypress Town Center and Commons Specific Plan 3.0. The Specific Plan includes sustainable design strategies for development within the Buildout Area and incorporates by reference relevant design strategies in the California Green Building Standards Code and the City's Residential Green Building Suggestions and Water Efficient Landscape Guidelines. Applicants for specific development projects within the Buildout Area would comply with, as applicable, these sustainable design strategies. The sustainable design strategies expressly stated in the Specific Plan with respect to scenic quality include the following:

- Encourage the use of low-contrast lighting, low-voltage fixtures and energy-efficient bulbs, such as compact fluorescent and light emitting diodes.
- Prioritize the use of native and drought tolerant plant species to reduce water demand.
- Limit the use of turf as groundcover and encourage water-conserving native groundcovers or perennial grasses, shrubs, and trees.
- Provide landscaped shade canopies to reduce the heat island effect in surface parking areas.
- Use renewable or recycled building materials to the extent feasible. Such materials may include flooring alternatives like bamboo, wheatboard, and cork. Linoleum, exposed concrete, and recycled-content ceramic tiles are also desirable materials.

The Specific Plan also specifies that all multi-family residential development within the Buildout Area shall comply with the applicable requirements in Section 3.17.310 of the Zoning Ordinance, which includes objective development standards relating to aesthetics and scenic quality, including exterior lighting and landscaping and open space requirements, except as otherwise required or permitted by State law or provided under the Specific Plan.

Cypress Zoning Ordinance. The Specific Plan establishes the zoning for the Buildout Area and prevails over and supersedes conflicting provisions in the City's Zoning Ordinance (Appendix I to the Municipal Code). Where no such conflict exists, the applicable requirements in the Zoning Ordinance shall apply. The Zoning Ordinance includes development standards relevant to aesthetics and scenic quality that do not conflict with the Specific Plan and therefore apply to the Buildout Area, as follows:

- **Section 3.11.060.A (Exterior Fixtures):** Lighting fixtures shall be architecturally compatible with the character of the surrounding structure(s) and shall be energy efficient. Fixtures shall be appropriate in height, intensity, and scale to the use they are serving.
- **Section 3.11.060.B (Intensity):** The level of parking lot light projected onto any ground or wall surface shall not be less than two (2) footcandles nor more than five (5) footcandles at the base

of the light fixture. Building-mounted decorative lights shall not exceed five (5) footcandles measured five (5) feet from the light source.

- **Section 3.11.060.C (Security Lighting):** Security lighting shall provide a minimum of two (2) footcandles and a maximum of three (3) footcandles at the ground level of the entrance.

- **Section 3.11.060.D (Shielding of Light Source):** Where the light source is visible from outside the project boundary, shielding shall be required to reduce glare so that neither the light source nor its image from a reflective surface shall be directly visible from any point beyond the property line. This requirement shall not apply to traffic safety lighting or public street lighting.

- **Section 3.14.050.C.4 (Required Improvements for Off-Street Parking Areas):** Off-street parking areas shall have lighting as specified by the building official and police department, with special attention to directing light and glare away from adjacent properties. The level of parking lot light shall not exceed one footcandle at a site's property lines.

- **Section 3.15.060 (General Provisions for All Signs):** All signs shall be structurally safe, consist of rust-inhibitive material, be maintained in good condition, and be consistent with the requirements of Section 3.15, including standards related to the sign height, width, and area.

- **Section 3.15.070 (Prohibited Signs):** The following signs are specifically prohibited within the City: (1) Signs painted or imprinted upon, or attached in any way to a motor vehicle, vehicle part, or trailer that is parked or stored at all times on or within 50 feet of the City's arterial highways, and for a period in excess of 24 hours on all other public rights-of-way; (2) Roof signs; (3) The exhibition, posting, or displaying of any statement, symbol, or picture of an obscene nature upon any sign or wall; (4) Signs painted on structures in all zoning districts except the CH (Commercial Heavy) zoning district; (5) Any sign rotating or simulating movement by fluttering, spinning, or the use of reflective devices; (6) Any sign blinking, flashing, or animated by lighting in any fashion; (7) Canopy signs that project above the canopy; (8) Signs encroaching upon or overhanging adjacent property; (9) Any sign erected, constructed, enlarged, modified, or relocated within the City without a building permit; (10) Any electrical sign or sign illuminated by electricity that is erected, constructed, enlarged, modified, or relocated within, without both a building permit and an electrical permit; (11) Any sign that simulates or imitates in size, color, lettering, or design and traffic sign or signal, or which makes use of the words "stop," "look," "danger," or any other words, phrases, symbols, or characters in a manner that interferes with, misleads, or confuses traffic; (12) Aerial signs and displays; (13) Inflatable displays; (14) Portable A-frame signs; and (15) Supergraphic signs.

- **Section 3.15.110 (Standards for Specific Types of Signs):** Neon signs, non-profit organization special event signs, political campaign signs, signs over a public right-of-way, special purpose signs, temporary signs, and window signs shall be subject to the development standards set forth in this section.

- **Section 3.17.310(D)(4) (Objective Standards for Multi-Family Dwellings):** Sets forth exterior lighting requirements for multi-family residential developments. It mandates that lighting be provided for key areas such as building entries, pedestrian pathways, open spaces, parking

areas, and trash enclosures. Fixtures must use high-efficiency, warm-white bulbs and be architecturally compatible with the development. Pedestrian pathway lighting must be spaced no more than 30 feet apart and mounted at heights between 3 and 12 feet. Parking lot lighting must maintain an average illumination level between 2 and 5 footcandles, with fixture heights not exceeding 15 feet and designed to prevent glare or light spill onto adjacent properties. A photometric lighting plan demonstrating compliance is required prior to issuance of building permits. To further limit light trespass, illumination at property lines must not exceed 0.5 footcandle.

4.1.5 Thresholds of Significance

The thresholds of significance for aesthetic impacts used in this analysis are consistent with Appendix G to the *State CEQA Guidelines*. Based on these thresholds, the proposed project would have a significant impact with respect to aesthetics and visual resources if it would:

Threshold 4.1.1: Have a substantial adverse effect on a scenic vista;

Threshold 4.1.2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;

Threshold 4.1.3: In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality; or

Threshold 4.1.4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.1.6 Project Impacts

Threshold 4.1.1: Would the project have a substantial adverse effect on a scenic vista?

***No Impact*.** The City's General Plan does not provide a definition of scenic vista. However, a scenic vista can be defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Aesthetic components of a scenic vista generally include (1) scenic quality, (2) sensitivity level, and (3) view access. Potential scenic vistas include areas with views of the coastline, mountains, or other prominent scenic features that are considered significant visual resources for residents and businesses.

The City is almost entirely developed, and no public vantage point provides substantial views of any water bodies, mountains, hills, or any other significant visual resources.[3] Given that no scenic vista is currently viewable from any public vantage point in proximity to the Buildout Area, the development of the proposed project would not alter an existing scenic vista or block views of any

[3] City of Cypress. 2001. *Cypress General Plan.* September.

scenic vistas. Therefore, the proposed project would not have a substantial adverse effect on a scenic vista, and no impact would occur.

Threshold 4.1.2: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The Caltrans Scenic Highway Program protects the natural scenic beauty of the State's highways and corridors by designating scenic highways throughout the State. Caltrans designates freeways, highways, roads, or other public ROW as scenic highways pursuant to a variety of factors, including whether the ROW traverses an area of outstanding scenic quality and contains striking views, flora, geology, and other unique natural attributes. Other considerations given to a scenic highway designation include how much of the natural landscape a traveler may see and the extent to which visual intrusions degrade the scenic corridor.

There are no designated State Scenic Highways within the City's limits. According to the List of Eligible and Officially Designated State Scenic Highways published by Caltrans, the only State-designated Scenic Highway in the County is a 4-mile segment of SR-91 from SR-55 to the east of the Anaheim city limits.[4] That segment of SR-91 is approximately 12 miles northeast of the Buildout Area. The nearest State highway that is eligible for official designation as a State Scenic Highway is a segment of PCH (or SR-1) located in the City of Seal Beach, approximately 5.5 miles southwest of the Buildout Area. Due to distance and intervening land uses, no portion of the Buildout Area is visible from the officially designated segment of SR-91 or the eligible segment of PCH. Therefore, the proposed project would have no impact related to the substantial damage of scenic resources within a State Scenic Highway, and no mitigation is required.

Threshold 4.1.3: In nonurbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

***Less Than Significant Impact*.** According to the U.S. Census Bureau, the City is located within the Los Angeles—Long Beach—Anaheim, CA Urbanized Area.[5] As described in the *State CEQA Guidelines* Section 15387 and defined by the U.S. Census Bureau, an "urbanized area" is a central city or a group of contiguous cities with a population of 50,000 or more people, together with adjacent densely populated areas having a population density of at least 1,000 people per square mile.[6] Given

[4] California Department of Transportation (Caltrans). 2015. Last modified July 2019. List of Eligible and Officially Designated State Scenic Highways. Website: https://dot.ca.gov/-/media/dot-media/programs/design/documents/desig-and-eligible-aug2019_a11y.xlsx (accessed May 19, 2025).

[5] United States Census Bureau. 2010a. Los Angeles—Long Beach—Anaheim, CA Urbanized Area No. 51445. Website: https://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ua51445_los_angeles--long_beach--anaheim_ca/DC10UA51445_000.pdf (accessed May 19, 2025).

[6] United States Census Bureau. 2010b. Census Urban Area FAQs. Website: https://www.census.gov/programs-surveys/geography/about/faq/2010-urban-area-faq.html (accessed May 19, 2025).

that the collective population of the City of Cypress and the contiguous cities substantially exceeds 50,000, the Buildout Area and the surrounding project vicinity are located in an urbanized area. Therefore, the applicable portion of Threshold 4.1.3 is whether the proposed project would conflict with applicable zoning and other regulations governing scenic quality.

The proposed project would include higher density development within the Buildout Area than currently exists. As described in the Chapter 3.0, Project Description, the Specific Plan allows a maximum of 1,791 residential units and, for purposes of the environmental review in this Draft EIR, up to 440,000 square feet of non-residential development within the Buildout Area. The Specific Plan provides specific development standards for residential and mixed-use development, including maximum structure height and setback requirements, which would be applicable to the future development under the proposed project. As provided in Table 3-1 of the Specific Plan, future single-family detached residential structures shall not exceed 35 feet and 2 stories, and future single-family attached residential structures shall not exceed 35 feet and 3 stories. In addition, future senior housing structures shall not exceed 35 feet in height, and future structures within the mixed-use district shall not exceed 75 feet in height. Existing development in the vicinity of the Buildout Area includes residential and commercial buildings that generally range in height from one to three stories. In addition, some surrounding development, such as the Homewood Suites and the Acadia Apartments located approximately 800 feet south of the Buildout Area, exceed three stories and approach 75 feet in height. As such, the development allowed in the Buildout Area pursuant to the Specific Plan would be consistent with the mass and scale of existing development near the Buildout Area. In addition, future development facilitated by the proposed project would be required to adhere to the development and design guidelines contained in the Specific Plan, including landscaping requirements and those related to size and scale of the future buildings.

The proposed project would change the aesthetic character of the Buildout Area. However, all development pursuant to the Specific Plan would be required to comply with all relevant sustainable design strategies stated or referenced in the Specific Plan. In addition, all development within the Buildout Area would be required to comply with the design regulations in the Zoning Ordinance that relate to scenic quality, including the objective design standards in Section 3.17.110 of the Zoning Ordinance with respect to multi-family development that are not inconsistent with the Specific Plan and Section 3.15 of the Zoning Ordinance related to signage design standards. Therefore, the proposed project would have a less than significant impact related to conflict with applicable zoning and other regulations governing scenic quality, and no mitigation is required.

Threshold 4.1.4: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Currently, lighting is produced in the vicinity of the Buildout Area by surrounding commercial and residential development, street lighting, and vehicles on adjacent roadways, including Katella Avenue, West Cerritos Avenue, Lexington Drive, and Walker Street. In addition, existing uses within the Buildout Area, such as the race track, include outdoor lighting features. In the existing condition, the surface parking area on the south side of the Grandstand building is lit by light poles that are approximately 20 feet tall. Additionally, during evening horse racing events, the race track is illuminated by approximately 45 high-mast lights, with additional lighting mounted on the roof of the Grandstand building. Existing light sources in the vicinity of the

Buildout Area also include headlights on nearby roadways, building facade and interior lighting, and pole-mounted lighting in the parking areas of adjacent development. Lighting from existing distant development within the City also contributes to the background lighting in the vicinity of the Buildout Area.

Construction: Construction activities would occur only during daylight hours. Any construction-related illumination during evening and nighttime hours would be used for safety and security purposes only and would occur only for the duration required for the temporary construction process. Light resulting from construction activities would not substantially impact sensitive uses, substantially alter the character of surrounding uses or interfere with the performance of off-site activities. In addition, construction activities are not anticipated to result in flat, shiny surfaces that would reflect sunlight or cause other natural glare. Minor glare from sunlight on construction equipment and vehicle windshields is not anticipated to impact visibility in the area as the construction sites would be fenced and shielded from pedestrian and vehicular views. In addition, construction vehicles would not operate at night and thus would not create nighttime sources of glare. Therefore, construction of the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and light and glare impacts associated with construction would be less than significant. No mitigation is required.

Operation: Implementation of the proposed project would facilitate the removal of the existing uses within the Buildout Area and allow up to 1,791 residential units and, for environmental review purposes, 440,000 square feet of non-residential development. As development occurs within the Buildout Area, new housing and non-residential development would result in new sources of light and glare, including from new street and pedestrian lighting, individual lighting from new buildings, reflective building materials, such as glass, stainless steel, aluminum, and photovoltaic panels. In addition, the proposed project would increase vehicle trips to and from the Buildout Area that would incrementally increase ambient nighttime illumination in the area.

All project lighting is required to meet all applicable lighting standards in the City's Zoning Ordinance. As required by Section 3.11.060.A (Exterior Features) of the Zoning Ordinance, lighting fixtures shall be architecturally compatible with the character of the surrounding structure(s) and shall be energy efficient. Fixtures shall be appropriate in height, intensity, and scale to the use they are serving. In accordance with Section 3.11.060.B (Intensity), the level of parking lot light projected onto any ground or wall surface shall not be more than 5 footcandles at the base of the light fixture and building-mounted decorative lights shall not exceed 5 footcandles measured 5 feet from the light source. In accordance with Section 3.11.060.C (Security Lighting), security lighting shall provide a maximum of 3 footcandles at the ground level of the project entrances. Pursuant to Section 3.11.060.D (Shielding of Light Source), where a project light source is visible from outside the project boundary (other than public street lighting), the light source shall be shielded to reduce glare so that neither the light source nor its image from a reflective surface shall be directly visible from any point beyond the property line. As required by Section 3.14.050.C.4 (Required Improvements for Off-Street Parking Areas), the level of parking lot light shall not exceed 1 footcandle at the boundaries of the Buildout Area.

Section 4.6: Lighting, of the Specific Plan includes policies to minimize light impacts on surrounding uses: (1) encourage the use of low-contrast lighting, low-voltage fixtures and energy-efficient bulbs, such as compact fluorescent and light emitting diodes; (2) promote the use of lights with automated occupancy sensors in nonresidential buildings that automatically shut off when rooms are unoccupied; and (3) utilize solar-powered lights in landscaped areas for energy savings where possible.

In addition, all illuminated and neon signs associated with future development within the Buildout Area would be required to adhere to the development standards detailed in Section 3.15.110 (Standards for Specific Types of Signs) of the Zoning Ordinance. Section 3.15.110(A) states that the use of neon signs shall enhance the viewer's appreciation of the City's nighttime atmosphere and shall be primarily aesthetic and decorative with a utilitarian function only when used as signage. In addition, neon signage and linear tubing shall be UL listed with a maximum 20 amps per circuit and shall be designed to accommodate a dimmer in order to reduce the brightness of the neon. Neon linear tubing shall also not exceed one-half in width, shall reinforce the architecture of a structure, and shall be concealed from view when possible through the use of architectural features (e.g., parapets, cornices, etc.), and neon signs adjacent to residential uses shall be a maximum of one-half footcandle from the property line.

Although the proposed project would increase the overall intensity of on-site land uses and associated lighting, the increase in lighting would not result in substantial increases in light intensity at off-site locations through compliance with the applicable lighting standards in the Specific Plan and the Zoning Ordinance. In addition, light intensity diminishes rapidly as an observer moves away from the light source. As such, the intensity of project-related lighting would be concentrated on-site with little potential to create perceptible changes in ambient lighting intensity at off-site, light-sensitive locations.

Daytime glare can result from natural sunlight reflecting from a shiny surface that would interfere with the performance of an off-site activity, such as the operation of a motor vehicle. Reflective surfaces can be associated with window glass and polished surfaces. The proposed buildings would incorporate a variety of building materials, which would primarily be non-reflective materials (i.e., neutral colors and a variety of materials, such as tile, cement, plaster, and wood). Therefore, the proposed project would not have the potential to produce a substantial degree of glare.

Nighttime lighting and glare sources from the proposed project could also include lighting from interior and exterior building lighting, security lighting, parking lot lighting, and vehicle headlights. The nighttime glare produced by these sources would be similar to the existing nighttime glare produced by the surrounding commercial/retail, residential and hotel uses and would not result in enough glare to be considered substantial or affect nighttime view because lighting would be required to meet all applicable lighting standards in the Specific Plan and the Zoning Ordinance as discussed above.

For these reasons, the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the surrounding urban area, and project impacts would be less than significant. No mitigation is required.

4.1.7 Level of Significance Prior to Mitigation

The proposed project would not result in any significant impacts related to aesthetics, and no mitigation is required.

4.1.8 Regulatory Compliance Measures and Mitigation Measures

No regulatory compliance measures are applicable to the proposed project, and no mitigation measures are required.

4.1.9 Level of Significance after Mitigation

The proposed project would not result in any significant impacts related to aesthetics, and no mitigation is required.

4.1.10 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts are impacts created as a result of the combination of an individual project together with other past, current, and probable future projects causing related impacts. An EIR must discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable. The cumulative impact area for aesthetics related to the proposed project are projects located within 0.5 mile of the Buildout Area, as these projects would be collectively visible from the same public vantage points.

Of the eight related projects provided in **Table 4.A: Summary of Related Projects** in Chapter 4.0, Existing Setting, of this Draft EIR, five projects that are approved or under construction within the cities of Cypress and Los Alamitos are within 0.5 mile of the Buildout Area, including the Shea Properties Mixed Use Development Project (Related Project 1), Goodman Commerce Center Project (Related Project 3), LTP Modern Machine Project (Related Project 5), Sycamore Creek Charter School Project (Related Project 6), and 4562 Katella Avenue Project (Related Project 8). The Melia Homes Project (Related Project 2), 8561 Belmont Street Project (Related Project 4), and Los Alamitos Medical Center Project (Related Project 7) are farther than 0.5 mile from the Buildout Area and would not be collectively visible from the same public vantage points. Therefore, these projects are not included in this cumulative aesthetic analysis.

Overall, the development of the related projects in combination with the proposed project would not substantially degrade the existing character or quality of the environment because the project area is already highly urbanized, and these related projects are or would be well designed to be compatible with one another and the existing buildings in the surrounding area. In addition, similar to the proposed project, all related projects would be required to adhere to existing City regulations relating to aesthetic and visual character, including specific development standards for the respective project sites, Section 3.15 of the Zoning Ordinance related to signage design standards, and lighting standards detailed in Section 3.11 of the Zoning Ordinance. In addition, as discussed above, existing development in the vicinity of the Buildout Area is similar in size and scale as the future development envisioned in the Buildout Area. As such, implementation of the proposed project represents a continuation of the existing development pattern in the City, and the proposed project's potential cumulative impact with respect to visual character would be less than significant.

Moreover, some of the related projects within 0.5 mile of the Buildout Area have undergone environmental review pursuant to CEQA, which included an analysis of potential aesthetic impacts. According to the EIR prepared for the Shea Properties Mixed Use Development (Related Project 1), no impacts relating to scenic vistas would occur with implementation of the project and less than significant impacts to visual character and light and glare would occur. Further, the EIR determined that cumulative aesthetic impacts would be less than significant. In addition, Goodman Commerce Center and the 5665 Plaza Drive Projects (Related Project 3) were analyzed in an Initial Study/ Mitigated Negative Declaration (IS/MND 2023), and an EIR in 2024 respectively, which determined that all impacts relating to aesthetics would be less than significant, or no impact would occur. The Sycamore Creek Charter School Project (Related Project 6) and 4562 Katella Avenue Project (Related Project 8) were determined to be exempt from CEQA review under Section 15332 of the *State CEQA Guidelines* (for infill development) and Notices of Exemption (NOEs) were prepared. In order for a project to be exempt under Section 15332 of the *State CEQA Guidelines*, the project must be consistent with the applicable General Plan designation and General Plan policies, as well as with applicable zoning designation and regulations, including those related to aesthetic resources. As such, development of the related projects in combination with the proposed project would not result in significant aesthetic impacts. The LTP Modern Machine Project (Related Project 5) would also be required to undergo environmental review pursuant to CEQA, which would include an analysis of potential aesthetic impacts and the identification of any mitigation measures to reduce potential impacts, if necessary.

With regard to light and glare, the Buildout Area is located within a highly urbanized community surrounded by major arterial streets, with urban lighting characteristics exhibiting relatively high ambient nighttime light levels. As such, the proposed project and nearby related projects, including those listed above (which would include many of the same types of land uses as would be allowed within the Buildout Area under the Specific Plan) would not substantially alter the existing light and glare currently experienced in the area. In addition, cumulative lighting would not be expected to interfere with the performance of off-site activities given the relatively high ambient nighttime artificial light levels already present. Furthermore, the related projects are also required to adhere to applicable City requirements regarding lighting, similar to the proposed project, which would minimize the cumulative light and glare impact. As such, there would be no cumulatively considerable impact related to light and glare.

Therefore, because the proposed project would not result in significant impacts related to aesthetics, and the proposed project in combination with the related projects within 0.5 mile of the Buildout Area would be required to adhere to State and local regulations designed to reduce and/or avoid impacts related to aesthetics, the proposed project's impact related to aesthetics would not be cumulatively considerable.

This page intentionally left blank

4.2 AGRICULTURE AND FORESTRY RESOURCES

This section evaluates the potential for implementation of the Specific Plan 3.0 Buildout Project (proposed project) to result in impacts to agriculture and forestry resources. This section also describes the existing setting for agriculture and forestry resources within and near the Buildout Area and sets forth the relevant regulatory requirements that apply to the proposed project's potential impacts on agriculture and forestry resources.

4.2.1 Scoping Process

The City of Cypress (City) received six comment letters during the public review period of the Notice of Preparation (NOP). For a copy of the NOP comment letters, refer to **Appendix A** of this Draft Environmental Impact Report (Draft EIR). None of the comment letters included comments related to agriculture and forestry resources.

4.2.2 Methodology

This section is based, in part, on information provided by the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP), the United States Department of Agriculture (USDA), and the Natural Resources Conservation Service (NRCS), as well as applicable provisions of the City of Cypress' General Plan and the County of Orange's (County) General Plan. Impacts to agriculture and forestry resources were assessed based on documents and maps from the DOC, the County Agricultural Commissioner's Office, and the City's General Plan. Impacts to forestry resources were considered based on the proposed project's potential to convert or accelerate deterioration of forestry resources.

This information was used in this section of the Draft EIR to assess potential impacts to agriculture and forestry resources within the Buildout Area. Impacts that could result from implementation of the proposed project were evaluated qualitatively based on existing conditions in the Buildout Area,[1] expected construction practices, and operational activities.

4.2.3 Existing Environmental Setting

The Buildout Area is predominantly characterized by urban development and urban built-out land. The Buildout Area is surrounded by West Cerritos Avenue to the north; Grace Church and commercial uses to the east; Cypress Corporate Park, Cottonwood Church, the Square at Cypress, the Belmont residential project, the Ovation at Flora Park, a commercial center, a 24 Hour Fitness, a Marriott Hotel, commercial and retail services including a Costco Warehouse and restaurants, and Katella Avenue to the south; and Lexington Park and Lexington Drive to the west.

The Buildout Area is not used for agricultural production and is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on maps prepared as part of the DOC FMMP. As of 2020, the entire Buildout Area and surrounding area was designated as "Urban and

[1] As described in Chapter 3.0 of this Draft EIR, the baseline condition generally consists of the existing conditions in and in the vicinity of the Buildout Area at the time the NOP was published (April 4, 2022).

Built-Up Land."[2] The nearest Prime Farmland is located approximately 2.5 miles southwest of the site, south of Interstate 405 and adjacent to the Seal Beach National Wildlife Refuge. There are no parcels within the Buildout Area that are currently under a Williamson Act contract.

4.2.3.1 Forestry Resources

As discussed above, the Buildout Area is predominantly characterized by urban built-out land and is currently developed and highly disturbed. Specifically, under existing conditions, the Buildout Area is occupied by the Los Alamitos Race Course (LARC) and Grace Church and does not contain any forest land.

4.2.4 Regulatory Setting

The following section describes the federal, State, regional, and local regulatory framework applicable to analyzing potential impacts related to agriculture and forestry resources from development of the proposed project.

4.2.4.1 Federal Regulations

No federal plans, policies, regulations, or laws related to agriculture and forestry resources are applicable to the Buildout Area because the Buildout Area is privately owned and does not include any lands owned by the federal government or require federal approvals related to agriculture and forestry resources.

4.2.4.2 State Regulations

California Department of Conservation Farmland Mapping and Monitoring Program. Pursuant to California Government Code Section 65570, the DOC FMMP compiles consistent, timely, and accurate data to decision-makers for use in planning for the present and future of California's agricultural land resources. The FMMP provides maps and statistical data to the public, academia, and local, State, and federal governments on the nature, location, and extent of farmland, grazing land, and urban built-up areas in the State to assist in making informed decisions for the best utilization of California's farmland. Government Code Section 65570 mandates the FMMP to biennially report to the State Legislature on the conversion of farmland and grazing land and to provide maps and data to local government and the public. The FMMP also was directed to prepare and maintain an automated map and database system to record and report changes in the use of agricultural lands. These maps combine soil survey and current land use information from the USDA and NRCS to provide an inventory of agricultural resources in each county. The maps show urbanized lands and a qualitative sequence of agricultural designations. Pursuant to the FMMP, all lands within California are classified into one of seven map categories. The minimum mapping unit is generally 10 acres, except as otherwise noted.[3] Provided below is a description of the various map

[2] California Department of Conservation (DOC). 2020. California Important Farmland Finder. Website: https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed January 20, 2025).

[3] California Department of Conservation (DOC). 2004. *A Guide to the Farmland Mapping and Monitoring Program.* Website: https://www.conservation.ca.gov/dlrp/fmmp/Documents/fmmp/Archive/fmmp_guide_2004.pdf (accessed February 5, 2025).

categories established by the FMMP, assessing the importance of agricultural land based on factors such as soil characteristics, climate, and water supply:

- **Prime Farmland:** The best combination of physical and chemical features and able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.

- **Farmland of Statewide Importance:** Similar to Prime Farmland but with minor shortcomings, such as steeper slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.

- **Unique Farmland:** Lesser-quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated but may include unirrigated orchards or vineyards. Land must have been cultivated at some time during the 4 years prior to the mapping date.

- **Farmland of Local Importance:** Land of importance to the local economy, as defined by each county's local advisory committee and adopted by its board of supervisors. This refers to all farmable lands in Orange County that do not meet the definitions of Prime, Statewide, or Unique. This includes land that is or has been used for irrigated pasture, dryland farming, confined livestock and dairy, poultry facilities, aquaculture, and grazing land.

- **Grazing Land:** This type of land is occupied with vegetation suited to grazing livestock. This category was developed in cooperation with the California Cattleman's Association, the University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit is 40 acres.

- **Urban and Built-Up Land:** This type of land is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. Common examples of land uses include residential, industrial, commercial, institutional facilities, public administrative purposes, railroad and transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures, and other developed purposes.

- **Other Land:** This type of land is not included in any other mapping category. Common examples include low-density rural developments; brush; timber wetland; riparian area not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines; and water bodies smaller than 40 acres. Vacant and non-agricultural land surrounded on all sides by urban development that is greater than 40 acres is mapped as Other Land.

Williamson Act and Farmland Security Act. The California Land Conservation Act of 1965 (CLCA), better known as the Williamson Act (Government Code Section 51200 et seq.), enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments that are much lower than normal because they are based on farming and open space uses as opposed to full market value. Pursuant to Government Code Section 51230, counties and

cities may establish Agricultural Preserves, which define the boundaries of those areas within which the city or county will be willing to enter into contracts pursuant to the CLCA. Contracts pursuant to the CLCA are only allowed for areas within established Agricultural Preserves. Williamson Act contracts have a minimum term of 10 years, with renewal occurring automatically each year, although local governments can establish initial contract terms for longer periods of time. The contracts run with the land and are binding on all successors in the interest of the landowner. Only land located within an Agricultural Preserve is eligible for a Williamson Act contract. An Agricultural Preserve boundary is designated by a resolution of the board of supervisors or city council having jurisdiction. The rules of each Agricultural Preserve specify the uses allowed. Land uses within an Agricultural Preserve must be agricultural in nature or other such uses that are not incompatible with agricultural uses, as identified by the local government, for the duration of the contract. Agricultural Preserves generally must be at least 100 acres in size; however, a city or county may allow for lesser acreage if a finding is made that the characteristics of the agricultural enterprises in the area are unique and that the establishment of preserves of less than 100 acres is consistent with the general plan of the county or city.

In return for entering into a contract, the landowner is granted preferential taxes that are based on agricultural and related land uses rather than fair market value. Contracts may be canceled at the option of the landowner or local government by initiating the process of term non-renewal. Under this process, the remaining contract term (9 years in the case of an original term of 10 years) is allowed to lapse, with the contract null and void at the end of the term. During the non-renewal process, the annual tax assessment continually increases each year until it is equivalent to current tax rates at the end of the non-renewal period. Under a set of specifically defined circumstances, a contract may be cancelled without completing the process of term non-renewal. Contract cancellation, however, involves a comprehensive review and approval process and the payment of a fee by the landowner.

In August 1998, Senate Bill (SB) 1182 established the Farmland Security Zone (FSZ) provisions of the Williamson Act. An FSZ is created within an Agricultural Preserve by approval of the county board of supervisors and at the request of a landowner or group of landowners. FSZ contracts offer landowners greater property tax reductions in return for an initial contract term of 20 years, with renewal occurring automatically each year. Land restricted by an FSZ contract is valued for property assessment purposes at 65 percent of its Williamson Act valuation, or 65 percent of its Proposition 13 valuation, whichever is lower. New special taxes for urban-related services must be levied at an unspecified reduced rate unless the tax directly benefits the land or living improvements. Cities and special districts that provide non-agricultural services are generally prohibited from annexing land enrolled under an FSZ contract. Similarly, school districts are prohibited from using FSZ lands for school facilities.

Z'Berg-Nejedly Forest Practice Act. The Z'Berg-Nejedly Forest Practice Act (Forest Practice Act) identifies operating methods and procedures that seek to protect fish, wildlife, forests, and streams within timber harvesting areas. The Forest Practice Act is intended to achieve "maximum sustained production of high-quality timber products…while giving consideration to values relating to recreation, watershed, wildlife, range and forage, fisheries, regional economic vitality, employment

and aesthetic enjoyment."[4] The regulations created by the Forest Practice Act define factors such as the size and location of harvest areas, include measures to prevent unreasonable damage to residual trees, and address the protection of riparian areas, watercourses and lakes, wildlife, and habitat areas.

Z'Berg-Warren-Keene-Collier Forest Taxation Reform Act. According to the Z'Berg-Warren-Keene-Collier Forest Taxation Reform Act[5] enacted in 1976, counties must provide for the zoning of land used for growing and harvesting timber as Timberland Production Zones (TPZs). TPZs were established to preserve and protect timberland from conversion to other uses and avoid land use conflicts.

Timberland Productivity Act. The Timberland Productivity Act represents the Legislature's declared intent "to fully realize the productive potential of the forest resources and timberlands of the state." The act imposes mandatory restrictions on parcels zoned as timberland production. Such parcels "shall be zoned so as to restrict their use to growing and harvesting timber and to compatible uses."[6] In exchange, property owners are required to pay property taxes on the land based solely on its value for timber harvest and not for its development potential, as is the case with qualifying agricultural and open space lands under the Williamson Act. Government Code Section 51104(g) of the Timberland Productivity Act defines "timberland production zone" as an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses. Compatible uses are defined under Section 51104(h) and include management for watersheds; management for habitat or hunting and fishing; access roads and staging areas for timber harvesting; gas, electric, water, or communication transmission facilities; grazing; or a residence or other structure necessary for timber management.

California Government Code Section 21095 - California Agricultural Land Evaluation and Site Assessment Model. Land Evaluation and Site Assessment (LESA) is a term used to define an approach for rating the relative quality of agricultural land based upon specific measurable features.The formulation of a California LESA Model is the result of Senate Bill 850 (Chapter 812/1993), which charges the Resource Agency (in consultation with the Governor's Office of Planning and Research) with developing an amendment to Appendix G of the *State CEQA Guidelines* concerning agricultural lands. Such an amendment is intended "to provide lead agencies with an optional methodology to ensure that significant effects on the environment of agricultural land conversions are quantitatively and consistently considered in the environmental review process" (Public Resources Code Section 21095).

A LESA analysis is based on the following definition of agricultural land contained in CEQA, Public Resources Code Section 21060.1:

4 Public Resources Codes Section 4513[b].
5 Government Code Sections 51110–51119.5: Article 2.
6 Government Code Section 51115.

21060.1 (a) "Agricultural land" means prime farmland, farmland of statewide importance, or unique farmlands, as defined by the United States Department of Agriculture land inventory and monitoring criteria, as modified for California.

21060.1 (b) In those areas of the state where lands have not been surveyed for the classifications specified in subdivision (a), "agricultural land" means land that meets the requirements of "prime agricultural land" as defined in paragraph (1), (2), (3), or (4) of subdivision (c) of Section 51201 of the Government Code [the Williamson Act].

California Government Code Section 12220(g) – Forest Land. "Forest land" is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

California Government Code Section 4526 - Timberland. "Timberland" means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis.

California Government Code Section 51104(g) – Timberland Production Zone. Government Code Section 51104(g) defines "timberland production zone" to mean an area that has been zoned pursuant to Government Code Sections 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses. Compatible uses are defined under Government Code Section 51104(h).

4.2.4.3 Regional Regulations

There are no regional regulations that apply to the proposed project with respect to agriculture and forestry resources.

4.2.4.4 Local Regulations

City of Cypress General Plan. The following provision from the City's General Plan Conservation/ Open Space/Recreation Element[7] is related to agriculture and forestry resources. The Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan) does not contain any applicable provisions regarding agriculture or forestry resources.

- **Conservation/Open Space/Recreation Element**
    - **Policy COSR-2.4:** Provide the opportunity to continue using land for agricultural crops as an interim use prior to further development.

[7] City of Cypress. 2001. *Cypress General Plan Conservation, Open Space/Recreation Element*. Adopted 2001. Website: https://www.cypressca.org/home/showpublisheddocument/686/636123123792970000 (accessed January 21, 2025).

4.2.5 Thresholds of Significance

The thresholds of significance for agriculture and forestry resources impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to agriculture and forestry resources if it would:

Threshold 4.2.1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;

Threshold 4.2.2: Conflict with existing zoning for agricultural use or a Williamson Act contract;

Threshold 4.2.3: Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g));

Threshold 4.2.4: Result in the loss of forest land or conversion of forest land to non-forest use; or

Threshold 4.2.5: Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

4.2.6 Project Impacts

Potential impacts of the proposed project related to agriculture and forestry resources are discussed below pursuant to the thresholds established in Section 4.2.5, above.

Threshold 4.2.1: **Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

No Impact. Historically, the Buildout Area was used as agricultural land until 1946, when it was developed for cattle and horse ranch uses. The Los Alamitos Race Course was built at its current location in 1954, and the adjacent Cypress Golf Course was constructed in 1961. The Cypress Golf Course was permanently closed in 2004, demolished, and re-graded with all vegetation removed. From 1952 to the present, the Buildout Area was developed with several uses, including the Cypress Golf Club; Tee Time Res (2001); Cypress Junior Golf League (2003); and Cypress GC LLC, Seventh-Day Adventist Church (2007–present). In addition, Grace Church was developed around 2007, east of the race track and is currently in use.

As shown in **Figure 3-2: Aerial Imagery Surrounding Land Uses** in Chapter 3.0, Project Description, of this Draft EIR, the Buildout Area is surrounded by a variety of commercial, office, business park, commercial and retail services, park, residential uses, and religious facilities uses. The Buildout Area

is not currently used for agricultural production and is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on maps prepared as part of the Farmland Mapping and Monitoring Program for the California Resources Agency.[8] According to the California Department of Conservation's California Important Farmland Finder, the entire Buildout Area and surrounding area is designated as "Urban and Built-Up Land." The proposed project would not convert farmland to non-agricultural use or result in the conversion of farmland to a non-agricultural use. Therefore, no impact to agricultural resources would occur, and no mitigation is required.

Threshold 4.2.2: Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

No Impact. As stated previously, the Buildout Area is not used for agricultural production and is not protected by, or eligible for, a Williamson Act contract. The area surrounding the Buildout Area consists of Urban and Built-Up Land, and the Buildout Area itself is non-enrolled land (land not enrolled in a Williamson Act contract and not mapped by the Farmland Mapping and Monitoring Program).[9] There is no agriculturally zoned land nor is there land under a Williamson Act contract in the City.[10] Therefore, no impacts to agricultural use or a Williamson Act contract would occur, and no mitigation is required.

Threshold 4.2.3: Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. All of the land within the Buildout Area is designated as Specific Plan Area by the City's General Plan and Cypress Town Center and Commons (PC) under the City's Zoning Ordinance. As outlined in the Specific Plan, the Buildout Area can be developed with Recreational/Open Space uses, Commercial/Mixed Use uses, and Residential uses. The Buildout Area is not used for timberland production, is not zoned as forest land, timberland, or timberland zoned Timberland Production, and does not contain forest or timberland resources. In addition, there is no forest land or timberland in the vicinity of the Buildout Area. The proposed project would not conflict with any existing zoning for, or cause rezoning of, forest land to non-forest use. Therefore, no impacts to forest land or timberland would occur, and no mitigation is required.

Threshold 4.2.4: Would the project result in the loss of forest land or conversion of forest land to non-forest use?

---

8 California Department of Conservation (DOC). 2022. California Resources Agency. Farmland Mapping and Monitoring Program. Website: https://maps.conservation.ca.gov/dlrp/ciff/ (accessed January 20, 2025).

9 California Department of Conservation (DOC). 2023. California Resources Agency. California Williamson Act Enrollment Finder. Website: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/index.html (accessed January 20, 2025).

10 City of Cypress. 2025. City of Cypress Zoning Map. August. Website: https://www.cypressca.org/departments/community-development/zoning-map (accessed January 20, 2025).

No Impact. Refer to Response 4.2.3 above. The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts to forest land would occur, and no mitigation is required.

Threshold 4.2.5: Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The Buildout Area is not used for agricultural or timberland production or designated or zoned for agricultural uses or as forest land, timberland, or timberland zoned Timberland Production. In addition, there is no forest land, timberland, or agriculturally zoned land in the vicinity of the Buildout Area. The proposed project would not convert farmland to non-agricultural use or forest land to non-forest use. Likewise, the proposed project would not contribute to environmental changes that could result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, no impacts to farmland or forest land would occur, and no mitigation is required.

4.2.7 Level of Significance Prior to Mitigation

The proposed project would not result in any significant impacts related to agriculture and forestry resources, and no mitigation is required.

4.2.8 Regulatory Compliance Measures and Mitigation Measures

No mitigation measures or regulatory compliance measures are required.

4.2.9 Level of Significance after Mitigation

The proposed project would not result in any significant impacts related to agriculture and forestry resources.

4.2.10 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 agriculture and forestry. The cumulative impact area for agriculture and forestry is the entire County of Orange, which contains approximately 18,142 acres of land identified as Important Farmland (Prime Farmland, Unique Farmland, and Farmland of Statewide Importance).[11] However, neither the Buildout Area nor any of the surrounding land uses contain or are zoned for forest land, timberland, timberland production, or agriculture.

Cumulative impacts are addressed only for those thresholds that would result in a project-related impact, whether it be less than significant or less than significant with mitigation. If the project would result in no impact with respect to a particular threshold, by definition, it would not

[11] County of Orange. n.d. *Orange County General Plan Resources Element.* pp.VI-9. Website: https://ocds.ocpublicworks.com/sites/ocpwocds/files/import/data/files/40235.pdf (accessed February 5, 2025).

contribute to a cumulative impact. Therefore, the proposed project would have no cumulatively considerable impact on agricultural or forestry resources.

As detailed in this section, the proposed project would have no impact on agriculture and forestry resources. The Buildout Area is characterized by urban land uses. Under existing conditions, the Buildout Area is currently occupied by the LARC, Grace Church, and Cypress GC properties, is zoned Cypress Town Center and Commons (PC) under the City's Zoning Ordinance, and is designated Specific Plan Area by the City's General Plan, allowing for Recreational/Open Space uses, Commercial/Mixed Use uses, and Residential uses.

The proposed project would not result in the conversion of agricultural land to non-agricultural uses. As of 2023, the County of Orange has no inventory of Williamson Act contract lands. Therefore, there are no Williamson Act contract lands within the Buildout Area. The Buildout Area is not zoned for forest land or timberland, nor is it occupied by forest land resources. As such, implementation of the proposed project would not result in rezoning from forest land or timberland to non-forest land or non-timberland zoning, nor would reduction of forest land resources occur.

Because the proposed project would have no impact on agriculture and forestry resources, it would not contribute to a cumulatively considerable impact on agriculture and forestry resources. Therefore, there would be no cumulatively significant impact on agriculture and forestry resources, and no mitigation is required.

4.3 AIR QUALITY

This section evaluates the potential air quality impacts from implementation of the proposed Specific Plan 3.0 Buildout Project (proposed project) using methodologies and assumptions recommended in the air quality impact assessment guidelines of the South Coast Air Quality Management District (SCAQMD) in its *California Environmental Quality Act (CEQA) Air Quality Handbook,*[1] and associated updates. In keeping with these guidelines, this section describes existing air quality and evaluates short-term impacts during construction, long-term emissions associated with operation, and how potential impacts correlate to human health. Air quality modeling data are included in **Appendix B**.

4.3.1 Scoping Process

The City of Cypress (City) received six comment letters during the public review period of the Notice of Preparation (NOP). For a copy of the NOP comment letters, refer to **Appendix A** of this Draft Environmental Impact Report (Draft EIR). Two of the comment letters, from the Southern California Association of Governments (SCAG) and SCAQMD, included comments related to air quality.

SCAG recommended that this Draft EIR evaluate the proposed project's consistency with the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal 2024), which outlines goals to reduce greenhouse gas emissions, improve regional air quality, and support an integrated multimodal transportation network. Although SCAG does not implement or approve individual development projects, it advised the City to consult the Connect SoCal 2024 Program Environmental Impact Report (PEIR) for guidance on identifying appropriate CEQA mitigation strategies to minimize emissions, reduce vehicle miles traveled, and enhance transportation efficiency. SCAG also highlighted that achieving regional sustainability goals depends on local agency action and encourages the use of a side-by-side consistency analysis comparing project features with Connect SoCal 2024 goals.

SCAQMD provided recommendations on how to analyze air quality impacts, greenhouse gas emissions impacts, and health risk reduction strategies for the proposed project. SCAQMD recommends that the City rely on the SCAQMD's *CEQA Air Quality Handbook* and use the California Emissions Estimator Model (CalEEMod) to quantify air quality emissions, applying both regional air quality significance thresholds and localized significance thresholds (LSTs). SCAQMD requests that the Draft EIR evaluate all phases of construction and operation, including overlapping activities, indirect sources (e.g., vehicle trips), and identify any new stationary or portable equipment that would require SCAQMD permits, recognizing the agency as a Responsible Agency if applicable. SCAQMD emphasizes that if significant adverse impacts are identified, all feasible mitigation measures that go beyond existing legal requirements must be implemented, referencing resources such as the 2022 Air Quality Management Plan Mitigation Monitoring and Reporting Plan. SCAQMD further recommends evaluating health risk reduction strategies, such as using enhanced air filtration systems rated MERV-13 (Minimum Efficiency Reporting Value) or better, and requests that the Draft

[1] South Coast Air Quality Management District (SCAQMD). 1993. *CEQA Air Quality Handbook*. Website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993) (accessed October 2025).

EIR analyze related secondary impacts including increased energy consumption, maintenance, waste generation, and potential limitations in filtration effectiveness.

These comments are addressed in this section.

4.3.2 Methodology

This analysis utilized the CalEEMod version 2022.1 to quantify the criteria pollutant emissions for both construction and operation of the proposed project. The maximum daily emissions are calculated for the criteria pollutants. The CalEEMod output is contained in **Appendix B** of this Draft EIR.

CalEEMod provides a platform to calculate both construction emissions and operational emissions from a project. It calculates both the daily maximum and annual average for criteria pollutants as well as total or annual greenhouse gas (GHG) emissions. The model also provides default values for energy and water use. Specifically, the model performs the following calculations:

- Short-term construction emissions associated with demolition, site preparation, grading, building, paving, and architectural coating (painting) from off-road construction equipment; on-road mobile equipment associated with workers, vendors, delivery, and hauling; fugitive dust associated with grading, demolition, truck loading, and roads; and emissions of volatile organic compounds (VOCs) from architectural coating and paving.

- Operational emissions, such as on-road mobile vehicle traffic generated by the land uses, fugitive dust associated with roads, VOCs from architectural coatings, off-road emissions from landscaping equipment, VOCs from consumer products and cleaning supplies, natural gas usage in the buildings, electricity usage in the buildings, water usage by the land uses, and solid waste disposal by the land uses.

As such, this analysis utilized CalEEMod to evaluate construction and operation of the proposed project. This analysis included two model runs to evaluate a worst-case construction scenario. The first model run evaluates full buildout of up to 1,791 additional residential units and 440,000 square feet of non-residential development, consistent with CEQA and SCAQMD guidance. Regional construction emissions were calculated for demolition, site preparation, grading, building construction, paving, and architectural coating activities. Operational emissions, including those from vehicle trips and energy use, were also estimated.

The second model run includes construction emissions only through a phased approach to grading that includes the simultaneous grading of multiple development areas to reflect a conservative worst-case construction scenario. This scenario assumes that grading activities would occur concurrently on five lots—Lots 2, 4, 7, 12, and 13—with full grading of Lots 4, 12, and 13, as well as partial grading of the southern 8 acres of Lot 2 and the northern 11 acres of Lot 7. The purpose of this model run is to capture the potential for overlapping construction schedules and to model the potential worst-case scenario for grading activities. As such, this modeling run focuses solely on grading to represent the most intensive construction activities that would generate peak construction emissions.

In addition, CalEEMod contains default values and existing regulation methodologies to use in each specific local air quality district region. Appropriate statewide default values can be used if regional default values are not defined. This analysis used project-specific inputs and relevant model default factors for the Orange County area, which is within the SCAQMD jurisdiction for the emissions inventory, consistent with SCAQMD requirements. Specific modeling inputs and assumptions are described in Section 4.3.6 below.

4.3.3 Existing Environmental Setting

The City of Cypress is part of the South Coast Air Basin (Basin) and is under the jurisdiction of SCAQMD. Background information about air pollutants and health effects, climate, meteorological conditions, and regional air quality conditions in the Basin and local air quality conditions in the vicinity of the Buildout Area is provided below.

4.3.3.1 Criteria Air Pollutants and Health Effects

Both State and federal governments have established health-based Ambient Air Quality Standards (AAQS) for the following criteria air pollutants: carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead (Pb), and suspended particulate matter (PM). In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. Long-term exposure to elevated levels of criteria pollutants may result in adverse health effects. However, emission thresholds established by an air quality district are used to manage total regional emissions within an air basin based on the air basin's attainment status for criteria pollutants. These emission thresholds were established for individual projects that would contribute to regional emissions and pollutant concentrations and could adversely affect or delay the projected attainment target year for certain criteria pollutants.

At the regional level, the SCAQMD is the regulatory agency responsible for ensuring that State and national AAQS are achieved and maintained for the Air Basin. In developing thresholds of significance for air pollutants, the SCAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. Because of the conservative nature of the criteria pollutant emissions thresholds set by the SCAQMD and the basin-wide context of individual project emissions, there is no known direct correlation between a single project and localized air quality-related health effects. One individual project that generates emissions exceeding a threshold does not necessarily result in adverse public health effects for residents in the project vicinity. This condition is especially true when the criteria pollutants exceeding thresholds are those with regional effects, such as ozone precursors like nitrogen oxides (NO_x) and VOCs. As shown in **Figure 3-3: Surrounding Land Uses** in Chapter 3.0, Project Description, the closest existing sensitive receptors to the Buildout Area include the following: residential uses located north of the Buildout Area across Cerritos Avenue; residential/mixed-use buildings located adjacent to the eastern boundary of the Buildout Area along Katella Avenue; senior housing located adjacent to the southern and western boundaries of the Buildout Area along Katella Avenue; and residential uses located south of the Buildout Area across Katella Avenue.

Occupants of certain types of facilities such as schools, daycare centers, parks and playgrounds, hospitals, and nursing and convalescent homes are considered to be more sensitive than the general

public to air pollutants because these population groups have increased susceptibility to respiratory disease. Persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. Residential areas are considered more sensitive to air quality conditions, compared to commercial and industrial areas, because people generally spend longer periods of time at their residences, with greater associated exposure to ambient air quality conditions. Recreational uses are also considered sensitive compared to commercial and industrial uses due to greater exposure to ambient air quality conditions associated with exercise.

Criteria Pollutants. As identified above, State and federal AAQS have been established for the following criteria pollutants: CO, O_3, NO_2, SO_2, Pb, and PM. These pollutants are regulated due to their potential to cause adverse effects on public health and the environment. In addition, key pollutant constituents—such as VOCs, which contribute to ozone formation—are also evaluated in air quality analyses. The characteristics, primary sources, and health effects of these criteria pollutants and related constituents are described below.

Ozone. Rather than being directly emitted, ozone (smog) is formed by photochemical reactions between NO_x and VOCs. Ozone is a pungent, colorless gas. Elevated ozone concentrations result in reduced lung function, particularly during vigorous physical activity. This health problem is particularly acute in sensitive receptors such as the sick, elderly, and young children. Ozone levels peak during the summer and early fall months.

Particulate Matter. Particulate matter is the term used for a mixture of solid particles and liquid droplets found in the air. Coarse particles are those that are 10 microns or less in diameter, or PM_{10}. Fine, suspended particulate matter with an aerodynamic diameter of 2.5 microns or less, or $PM_{2.5}$, is not readily filtered out by the lungs. Nitrates, sulfates, dust, and combustion particulates are major components of PM_{10} and $PM_{2.5}$. These small particles can be directly emitted into the atmosphere as byproducts of fuel combustion; through abrasion, such as tire or brake lining wear; or through fugitive dust (wind or mechanical erosion of soil). They can also be formed in the atmosphere through chemical reactions. Particulates may transport carcinogens and other toxic compounds that adhere to the particle surfaces and can enter the human body through the lungs.

Carbon Monoxide. CO is formed by the incomplete combustion of fossil fuels, almost entirely from automobiles. It is a colorless, odorless gas that can cause dizziness, fatigue, and impairments to central nervous system functions. CO passes through the lungs into the bloodstream, where it interferes with the transfer of oxygen to body tissues.

Nitrogen Dioxide. NO_2 is a reddish-brown gas that is a byproduct of combustion processes. Automobiles and industrial operations are the main sources of NO_2. Aside from its contribution to ozone formation, NO_2 also contributes to other pollution problems, including a high concentration of fine particulate matter, poor visibility, and acid deposition. NO_2 may be visible as a coloring component on high pollution days, especially in conjunction with high ozone levels. NO_2 decreases lung function and may reduce resistance to infection.

Sulfur Dioxide. SO_2 is a colorless, irritating gas formed primarily from incomplete combustion of fuels containing sulfur. Industrial facilities also contribute to gaseous SO_2 levels in the region. SO_2

irritates the respiratory tract, can injure lung tissue when combined with fine particulate matter, and reduces visibility and the level of sunlight.

Lead. Leaded gasoline (phased out in the United States beginning in 1973), paint (on older houses and cars), smelters (metal refineries), and the manufacture of lead storage batteries have been the primary sources of lead released into the atmosphere. Lead has multiple adverse neurotoxic health effects, and children are at special risk. Some lead-containing chemicals cause cancer in animals. Lead levels in the air have decreased substantially since leaded gasoline was eliminated. Ambient lead concentrations are only monitored on an as-warranted, site-specific basis in California. On October 15, 2008, the United States Environmental Protection Agency (USEPA) strengthened the national ambient air quality standard for lead by lowering it from 1.5 to 0.15 micrograms per cubic meter ($\mu g/m^3$). The USEPA revised the monitoring requirements for lead in December 2010. These requirements focus on airports and large urban areas, resulting in an increase in 76 monitors nationally.

Volatile Organic Compounds. VOCs (also known as reactive organic gases [ROGs] and reactive organic compounds [ROCs]) are formed from the combustion of fuels and the evaporation of organic solvents. VOCs are not defined as criteria pollutants, however, because VOCs accumulate in the atmosphere more quickly during the winter, when sunlight is limited and photochemical reactions are slower, they are a prime component of the photochemical smog reaction. There are no attainment designations for VOCs.

4.3.3.2 Toxic Air Contaminants.

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are injurious in small quantities and are regulated by the USEPA and California Air Resources Board (CARB). Some examples of TACs include benzene, butadiene, formaldehyde, and hydrogen sulfide. The identification, regulation, and monitoring of TACs is relatively recent compared to that for criteria pollutants.

TACs do not have AAQS, but are regulated by USEPA, CARB, and SCAQMD. In 1998, the CARB identified particulate matter from diesel-fueled engines as a TAC. The CARB has completed a risk management process that identified potential cancer risks for a range of activities using diesel-fueled engines.[2] High-volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic (e.g., distribution centers and truck stops) were identified as posing the highest risk to adjacent receptors. Other facilities associated with increased risk include warehouse distribution centers, large retail or industrial facilities, high-volume transit centers, and schools with a high volume of bus traffic. Health risks from TACs are a function of both concentration and duration of exposure.

Unlike TACs emitted from industrial and other stationary sources noted above, most diesel particulate matter is emitted from mobile sources—primarily “off-road” sources such as

[2] California Air Resources Board (CARB). 2000. Stationary Source Division and Mobile Source Control Division. *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles.* October.

construction and mining equipment, agricultural equipment, and truck-mounted refrigeration units, as well as "on-road" sources such as trucks and buses traveling on freeways and local roadways.

Although not specifically monitored, recent studies indicate that exposure to diesel particulate matter may contribute significantly to a cancer risk (a risk of approximately 500 to 700 in 1,000,000) that is greater than all other measured TACs combined.[3] The technology for reducing diesel particulate matter emissions from heavy-duty trucks is well established, and both State and federal agencies are moving aggressively to regulate engines and emission control systems to reduce and remediate diesel emissions. The CARB anticipates that by 2020, average statewide diesel particulate matter concentrations will decrease by 85 percent from levels in 2000 with full implementation of the CARB's Diesel Risk Reduction Plan,[4] meaning that the statewide health risk from diesel particulate matter is expected to decrease from 540 cancer cases in 1,000,000 to 21.5 cancer cases in 1,000,000.

Table 4.3.A: Sources and Health Effects of Air Pollutants summarizes the sources and health effects of air pollutants discussed in this section. **Table 4.3.B: Federal and State Ambient Air Quality Standards** presents a summary of both California ambient air quality standards (CAAQS), and national ambient air quality standards (NAAQS).

4.3.3.3 Climate/Meteorology

Air quality in the Basin is affected not only by various emission sources (mobile and industry, etc.), but also by atmospheric conditions such as wind speed, wind direction, temperature, and rainfall, etc. The combination of topography, low mixing height, abundant sunshine, and emissions from the second-largest urban area in the United States contributes to air pollution in the Basin.

The Basin is a coastal plain characterized by connecting broad valleys and low hills, delineated by the Pacific Ocean as its southwestern border, and fringed by high mountains that form the inland portion of its border. The region lies in the semi-permanent high-pressure zone of the eastern Pacific Ocean. The resulting climate is mild and tempered by cool ocean breezes. It maintains moderate temperatures and comfortable humidity, and precipitation is typically limited to a few storms during the winter wet season. This weather pattern is fairly predictable. However, periods of extremely hot weather, winter storms, or Santa Ana winds do take place.

Although the Basin has a semi-arid climate, air near the earth's surface is generally moist due to the presence of a shallow marine layer. With very low average wind speeds, there is a limited ability to disperse air contaminants horizontally. The typical wind flow pattern fluctuates only with occasional winter storms or strong northeasterly Santa Ana winds from the mountains and deserts northeast of the Basin. Summer wind flow patterns represent worst-case conditions for air pollution, as this is a period of higher temperatures and more sunlight, which results in O_3 formation.

[3] California Air Resources Board (CARB). 2000. Stationary Source Division and Mobile Source Control Division. *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles.* October.

[4] Ibid.

Table 4.3.A: Sources and Health Effects of Air Pollutants

Pollutants	Sources	Primary Effects
Carbon Monoxide (CO)	• Incomplete combustion of fuels and other carbon-containing substances, such as motor exhaust • Natural events, such as decomposition of organic matter	• Reduced tolerance for exercise • Impairment of mental function • Impairment of fetal development • Aggravation of some heart diseases (angina) • Death at high levels of exposure
Nitrogen Dioxide (NO_2)	• Motor vehicle exhaust • High temperature stationary combustion • Atmospheric reactions	• Aggravation of respiratory illness • Reduced visibility • Reduced plant growth • Formation of acid rain
Ozone (O_3)	• Atmospheric reaction of organic gases with nitrogen oxides in sunlight	• Aggravation of respiratory and cardiovascular diseases • Irritation of eyes • Impairment of cardiopulmonary function • Plant leaf injury
Lead (Pb)	• Contaminated soil	• Impairment of blood functions and nerve construction • Behavioral and hearing problems in children
Suspended Particulate Matter ($PM_{2.5}$ and PM_{10})	• Stationary combustion of solid fuels • Construction activities • Industrial processes • Atmospheric chemical reactions	• Reduced lung function • Aggravation of the effects of gaseous pollutants • Aggravation of respiratory and cardiorespiratory diseases • Increased cough and chest discomfort • Soiling • Reduced visibility
Sulfur Dioxide (SO_2)	• Combustion of sulfur-containing fossil fuels • Smelting of sulfur-bearing metal ores Industrial processes	• Aggravation of respiratory diseases (asthma, emphysema) • Reduced lung function • Irritation of eyes • Reduced visibility • Plant injury • Deterioration of metals, textiles, leather, finishes, and coatings, etc.

Source: California Air Resources Board (CARB). Common Air Pollutants (2025a) (Website: https://ww2.arb.ca.gov/resources/common-air-pollutants (accessed October 2025).

Table 4.3.B: Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards [1]		Federal Standards [2]		
		Concentration [3]	Method [4]	Primary [3,4]	Secondary [3,6]	Method [7]
Ozone (O_3)[8]	1-Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8-Hour	0.07 ppm (137 µg/m³)		0.070 ppm (137 µg/m³)		
Respirable Particulate Matter (PM_{10})[9]	24-Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		–		
Fine Particulate Matter ($PM_{2.5}$)[9]	24-Hour	–		35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	9.0 µg/m³ [o]	15.0 µg/m³ [o]	
Carbon Monoxide (CO)	1-Hour	20 ppm (23 mg/m³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m³)	–	Non-Dispersive Infrared Photometry (NDIR)
	8-Hour	9 ppm (10 mg/m³)		9 ppm (10 mg/m³)		
	8-Hour (Lake Tahoe)	6 ppm (7 mg/m³)		–	–	
Nitrogen Dioxide (NO_2)[10]	1-Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemi-luminescence	100 ppb (188 µg/m³)	–	Gas Phase Chemi-luminescence
	Annual Arithmetic Mean	0.03 ppm (57 µg/m³)		53 ppb (100 µg/m³)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1-Hour	0.25 ppm (655 µg/m³)	Ultraviolet Fluorescence	75 ppb (196 µg/m³)[k]	–	Ultraviolet Fluorescence; Spectro-photometry (Pararosaniline Method)
	3-Hour	–		–	0.5 ppm (1300 µg/m³)	
	24-Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas)	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas)[k]	–	
Lead (Pb)[12,13]	30-Day Average	1.5 µg/m³	Atomic Absorption	–	–	High-Volume Sampler and Atomic Absorption
	Calendar Quarter	–		1.5 µg/m³ (for certain areas)[l]	Same as Primary Standard	
	Rolling 3-Month Average	–		0.15 µg/m³		
Visibility-Reducing Particles [14]	8-Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No Federal Standards		
Sulfates	24-Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride [12]	24-Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

Source: Ambient Air Quality Standards (California Air Resources Board 2024).

Table notes continued on the following page.

[1] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[2] National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact USEPA for further clarification and current national policies.

[3] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[4] Any equivalent measurement method which can be shown to the satisfaction of the CARB to give equivalent results at or near the level of the air quality standard may be used.

[5] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[6] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[7] Reference method as described by the USEPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the USEPA.

[8] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

[9] On February 7, 2024, the national annual $PM_{2.5}$ standard was lowered from 12.0 µg/m^3 to 9.0 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standard of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[10] To attain the 1-hour national standard, the three-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

[11] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the three-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

[12] The CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[13] The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

[14] In 1989, the CARB converted both the general Statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the Statewide and Lake Tahoe Air Basin standards, respectively.

°C = degrees Celsius
µg/m^3 = micrograms per cubic meter
CARB = California Air Resources Board
mg/m^3 = milligrams per cubic meter
ppb = parts per billion
ppm = parts per million
USEPA = United States Environmental Protection Agency

Air pollutant emissions within the Basin are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples

include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawnmowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

4.3.3.4 Attainment Status

The CARB is required to designate areas of the State as attainment, nonattainment, or unclassified for all State standards. An *attainment* designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant in that area. A *nonattainment* designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. An *unclassified* designation signifies that data does not support either an attainment or nonattainment status. The California Clean Air Act (CCAA) divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

The USEPA designates areas for O_3, CO, and NO_2 as either: does not meet the primary standards (or cannot be classified), or better than national standards. For SO_2, areas are designated as: does not meet the primary standards, does not meet the secondary standards, cannot be classified, or better than national standards.

Table 4.3.C: Attainment Status of Criteria Pollutants in the South Coast Air Basin provides a summary of the attainment status for the Basin with respect to the NAAQS and the CAAQS.

Table 4.3.C: Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
O_3 1 hour	Nonattainment	Extreme Nonattainment
O_3 8 hour	Nonattainment	Extreme Nonattainment
PM_{10}	Nonattainment	Attainment/Maintenance
$PM_{2.5}$	Nonattainment	Serious Nonattainment
CO	Attainment	Attainment/Maintenance
NO_2	Attainment	Attainment/Maintenance
SO_2	N/A	Attainment/Unclassified
Lead	Attainment	Attainment[1]
All others	Attainment/Unclassified	Attainment/Unclassified

Source: National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin (SCAQMD 2018) (Website: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf; accessed October 2025).

[1] Except in Los Angeles County.

CARB = California Air Resources Board
CO = carbon monoxide
N/A = not applicable
NO_2 = nitrogen dioxide
O_3 = ozone
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
SCAQMD = South Coast Air Quality Management District
SO_2 = sulfur dioxide

4.3.3.5 Regional Air Quality

The Southern California region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. The usually mild climate is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. Meteorological conditions and topography affect the dispersion of pollutants and make the Basin susceptible to air pollution. The extent and severity of the air pollution problem in the Basin is also affected by manmade influences, such as development patterns and lifestyle.

The greatest air pollution impacts throughout the Basin occur from June through September. This condition is generally attributed to the high emissions, as well as light winds and shallow vertical atmospheric mixing, which reduce dispersion. Pollutant concentrations in the Basin vary with location, season, and time of day. O_3 concentrations, for example, tend to be higher in the inland valleys than either along the coast or in the far inland areas of the Basin and adjacent desert. Over the past 30 years, substantial progress has been made in reducing air pollution levels in Southern California. However, the Basin still fails to meet federal standards for O_3 and $PM_{2.5}$.

4.3.3.6 Local Air Quality

Air quality monitoring stations are located throughout the nation and are maintained by the local air pollution control district and State air quality regulating agencies. The SCAQMD, together with the CARB, maintains ambient air quality monitoring stations in the Basin. The air quality monitoring station closest to the Buildout Area is the 1630 W. Pampas Lane ambient air quality monitoring station in Anaheim. The air quality trends from this station are used to represent the ambient air quality in the vicinity of the Buildout Area. Ambient air quality data in the vicinity of the Buildout Area from 2022 to 2024 are shown in **Table 4.3.D: Ambient Air Quality at the Anaheim 1630 W. Pampas Lane Monitoring Station**. SO_2 is not monitored in Orange County.

Pollutant monitoring results for the years 2022 to 2024 at the Anaheim 1630 W. Pampas Lane ambient air quality monitoring station indicate that air quality in the project vicinity has generally been good. As indicated in the monitoring results, no violations of the federal PM_{10} standard occurred during the 3-year period. The State PM_{10} standard was exceeded five times in 2017, twice in 2018, and four times in 2019. $PM_{2.5}$ levels exceeded the federal standard once in 2022 and 2023 and an unknown number of times in 2024. In addition, the federal PM_{10} standard was exceeded once in 2023 and five times in 2024. The State 1-hour ozone standard was exceeded once in 2022 and three times in 2024. In addition, the State and federal 8-hour ozone standards were each exceeded once in 2022, twice in 2023, and three times in 2024. The CO, SO_2, and NO_2 standards were also not exceeded in this area during the 3-year period.

4.3.4 Regulatory Setting

The USEPA and the CARB regulate direct emissions from motor vehicles. The SCAQMD is the regional agency primarily responsible for regulating air pollution emissions from stationary sources (e.g., factories) and indirect sources (e.g., traffic associated with new development), as well as monitoring ambient pollutant concentrations.

Table 4.3.D: Ambient Air Quality at the Anaheim 1630 W. Pampas Lane Monitoring Station

Pollutant	Standard	2022	2023	2024
Carbon Monoxide (CO)				
Maximum 1-hour concentration (ppm)		2.4	2.2	2.8
Number of days exceeded:	State: > 20 ppm	0	0	0
	Federal: > 35 ppm	0	0	0
Maximum 8-hour concentration (ppm)		1.4	1.6	2.4
Number of days exceeded:	State: > 9 ppm	0	0	0
	Federal: > 9 ppm	0	0	0
Ozone (O_3)				
Maximum 1-hour concentration (ppm)		0.102	0.089	0.104
Number of days exceeded:	State: > 0.09 ppm	1	0	3
Maximum 8-hour concentration (ppm)		0.077	0.077	0.079
Number of days exceeded:	State: > 0.07 ppm	1	2	3
	Federal: > 0.08 ppm	1	2	3
Coarse Particulates (PM_{10})				
Maximum 24-hour concentration (µg/m^3)		67.0	99.4	118.9
Number of days exceeded:	State: > 50 µg/m^3	1	1	ND
	Federal: > 150 µg/m^3	0	0	0
Annual arithmetic average concentration (µg/m^3)		20.9	20.6	27.7
Exceeded for the year:	State: > 20 µg/m^3	Yes	Yes	Yes
	Federal: > 50 µg/m^3	No	No	No
Fine Particulates ($PM_{2.5}$)				
Maximum 24-hour concentration (µg/m^3)		33.1	50.7	49.7
Number of days exceeded:	Federal: > 35 µg/m^3	0	1	5
Annual arithmetic average concentration (µg/m^3)		9.9	9.1	10.5
Exceeded for the year:	State: > 12 µg/m^3	No	No	No
	Federal: > 12 µg/m^3	No	No	No
Nitrogen Dioxide (NO_2)				
Maximum 1-hour concentration (ppm)		0.053	0.051	0.053
Number of days exceeded:	State: > 0.250 ppm	0	0	0
Annual arithmetic average concentration (ppm)		0.012	0.010	0.011
Exceeded for the year:	Federal: > 0.053 ppm	No	No	No
Sulfur Dioxide (SO_2)				
Maximum 1-hour concentration (ppm)		ND	ND	ND
Number of days exceeded:	State: > 0.25 ppm	ND	ND	ND
Maximum 24-hour concentration (ppm)		ND	ND	ND
Number of days exceeded:	State: > 0.04 ppm	ND	ND	ND
	Federal: > 0.14 ppm	ND	ND	ND
Annual arithmetic average concentration (ppm)		ND	ND	ND
Exceeded for the year:	Federal: > 0.030 ppm	ND	ND	ND

Sources: Top Four (CARB 2025b) (Website: https://www.arb.ca.gov/adam/topfour/topfour1.php; accessed October 2025); Outdoor Air Quality Data, Monitor Values Report (USEPA 2025) (Website: https://www.epa.gov/outdoor-air-quality-data/monitor-values-report; accessed October 2025).

µg/m^3 = micrograms per cubic meter
CARB = California Air Resources Board
ND = No data. There was insufficient (or no) data to determine the value.
ppm = parts per million
USEPA = United States Environmental Protection Agency

The following section describes the federal, State, regional, and local regulatory framework applicable to analyzing potential impacts related to air quality from development of the proposed project.

4.3.4.1 Federal Regulations

At the federal level, the USEPA has been charged with implementing national air quality programs. The USEPA's air quality mandates are drawn primarily from the Federal Clean Air Act (FCAA), discussed below.

Federal Clean Air Act. The FCAA was enacted in 1963 and was amended in 1970, 1977, and 1990. The FCAA required the USEPA to establish primary and secondary NAAQS and required each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The FCAA Amendments of 1990 added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is periodically modified to reflect the latest emission inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies. The USEPA has responsibility to review all state SIPs to determine conformity with the mandates of the FCAA and determine if implementation will achieve air quality goals. If the USEPA determines a SIP to be inadequate, a Federal Implementation Plan may be prepared for the nonattainment area, which imposes additional control measures. Failure to submit an approvable SIP or to implement the plan within the mandated timeframe may result in sanctions on transportation funding and stationary air pollution sources in the air basin.

The USEPA is also required to develop National Emission Standards for Hazardous Air Pollutants, which are defined as those that may reasonably be anticipated to result in increased deaths or serious illness, and that are not already regulated. An independent science advisory board reviews the health and exposure analyses conducted by the USEPA on suspected hazardous pollutants prior to regulatory development.

4.3.4.2 State Regulations

The CARB is the agency responsible for the coordination and oversight of State and local air pollution control programs in California and for implementing the CCAA, as discussed below.

California Clean Air Act. In 1988, the CCAA required that all air quality districts in the State endeavor to achieve and maintain CAAQS for CO, O_3, SO_2, and NO_2 by the earliest practical date. The CCAA provides districts with authority to regulate indirect sources and mandates that air quality districts focus particular attention on reducing emissions from transportation and area-wide emission sources. Each nonattainment district is required to adopt a plan to achieve a 5 percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each nonattainment pollutant or its precursors. A Clean Air Plan shows how a district would reduce emissions to achieve air quality standards. Generally, the State standards for these pollutants are more stringent than the national standards.

California Air Resources Board. The CARB is the State's clean air agency. The CARB's goals are to attain and maintain healthy air quality, protect the public from exposure to TACs, and oversee compliance with air pollution rules and regulations.

Assembly Bill 2588 Air Toxics "Hot Spots" Information and Assessment Act. Under Assembly Bill (AB) 2588, stationary sources of air pollutants are required to report the types and quantities of certain substances that their facilities routinely released into the air. The goals of the Air Toxics "Hot Spots" Act are to collect emission data, identify facilities having localized impacts, determine health risks, and notify nearby residents of significant risks.

The California Air Resources Board Handbook. The CARB has developed an Air Quality and Land Use Handbook[5] (CARB Handbook), which is intended to serve as a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. According to the CARB Handbook, air pollution studies have shown an association between respiratory and other non-cancer health effects and proximity to high traffic roadways. Other studies have shown that diesel exhaust and other cancer-causing chemicals emitted from cars and trucks are responsible for much of the overall cancer risk from airborne toxics in California. The CARB Handbook recommends that county and city planning agencies strongly consider proximity to these sources when finding new locations for sensitive land uses such as homes, medical facilities, daycare centers, schools, and playgrounds.

Land use designations with air pollution sources of concern include freeways, rail yards, ports, refineries, distribution centers, chrome plating facilities, dry cleaners, and large gasoline service stations. Key recommendations in the CARB Handbook include taking steps to avoid siting new, sensitive land uses:

- Within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day;
- Within 1,000 feet of a major service and maintenance rail yard;
- Immediately downwind of ports (in the most heavily impacted zones) and petroleum refineries;
- Within 300 feet of any dry cleaning operation (for operations with two or more machines, provide 500 feet); and
- Within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater).

The CARB Handbook specifically states that its recommendations are advisory and acknowledges land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.

The recommendations are generalized and do not consider site-specific meteorology, freeway truck percentages, or other factors that influence risk for a particular project site. The purpose of this guidance is to further examine project sites for actual health risk associated with the location of new sensitive land uses.

[5] California Air Resources Board (CARB). 2005. *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB Handbook). April.

4.3.4.3 Regional Regulations

South Coast Air Quality Management District. The SCAQMD has jurisdiction over most air quality matters in the Basin. This area includes all of Orange County, Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin and is tasked with implementing certain programs and regulations required by the Clean Air Act (CAA) and the CCAA. The SCAQMD prepares plans to attain CAAQS and NAAQS. SCAQMD is directly responsible for reducing emissions from stationary (area and point) sources. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures though educational programs or fines, when necessary.

- **Regulation IV - Prohibitions:** This regulation sets forth the restrictions for visible emissions, odor nuisance, fugitive dust, various air pollutant emissions, fuel contaminants, start-up/shutdown exemptions, and breakdown events.
    - **Rule 402 - Nuisance:** This rule restricts the discharge of any contaminant in quantities that cause or have a natural ability to cause injury, damage, nuisance, or annoyance to businesses, property, or the public. Future development projects that are implemented in the Buildout Area will be required to comply with Rule 402.
    - **Rule 403 - Fugitive Dust:** This rule requires the prevention, reduction, or mitigation fugitive dust emissions from a project site. Rule 403 restricts visible fugitive dust to a project property line, restricts the net PM_{10} emissions to less than 50 micrograms per cubic meter ($\mu g/m^3$) and restricts the tracking out of bulk materials onto public roads. Additionally, Rule 403 requires a future project applicant for a development project in the Buildout Area to use one or more of the best available control measures (identified in the tables within the rule). Control measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers, and/or ceasing all activities. Finally, Rule 403 requires that a contingency plan be prepared if so determined by the USEPA. In addition, SCAQMD Rule 403(e), Additional Requirements for Large Operations, includes requirements to provide Large Operation Notification Form 403 N, appropriate signage, additional dust control measures, and employment of a dust control supervisor that has successfully completed the Dust Control training class in the South Coast Air Basin. Future development projects that are implemented in the Buildout Area will be required to comply with Rule 403.
- **Regulation XI - Source Specific Standards:** Regulation XI sets emissions standards for different sources.
    - **Rule 1113 - Architectural Coatings:** This rule limits the amount of VOCs from architectural coatings and solvents, which lowers the emissions of odorous compounds. Future development projects that are implemented in the Buildout Area will be required to comply with Rule 1113.

- **Regulation XIV – Toxics and Other Non-Criteria Pollutants:** This regulation sets forth the restrictions for visible emissions, odor nuisance, fugitive dust, various air pollutant emissions, fuel contaminants, start-up/shutdown exemptions, and breakdown events.
    - **Rule 1401 – New Source Review of Toxic Air Contaminants:** This rule specifies limits for maximum individual cancer risk (MICR), cancer burden, and noncancer acute and chronic hazard index (HI) from new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants.
    - **Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities:** The purpose of this rule is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACMs). Demolition activities associated with the proposed project will be required to comply with Rule 1403.

The SCAQMD is responsible for demonstrating regional compliance with ambient air quality standards but has limited direct involvement in reducing emissions from fugitive, mobile, and natural sources. To that end, the SCAQMD works cooperatively with CARB, SCAG, county transportation commissions, local governments, and other federal and State government agencies. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMP) to meet the CAAQS and NAAQS. SCAQMD and SCAG are responsible for formulating and implementing the AQMP for the South Coast Air Basin. The main purpose of an AQMP is to bring the area into compliance with federal and State air quality standards. Every several years, SCAQMD prepares a new AQMP, updating the previous plan and the 20-year horizon.[6] The Final 2022 Air Quality Management Plan is the currently adopted AQMP. Key elements of the Final 2022 AQMP include:

- Calculating and taking credit for co-benefits from other planning efforts (e.g., climate, energy, and transportation)
- A strategy with fair-share emission reductions at the federal, State, and local levels
- Investment in strategies and technologies meeting multiple air quality objectives
- Seeking new partnerships and significant funding for incentives to accelerate deployment of zero-emission and near-zero emission technologies
- Enhanced socioeconomic assessment, including an expanded environmental justice analysis
- Attainment of the 24-hour $PM_{2.5}$ standard in 2019 with no additional measures

[6] South Coast Air Quality Management District (SCAQMD). 2022. *2022 Air Quality Management Plan*. December. Website: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16 (accessed November 2025).

- Attainment of the annual $PM_{2.5}$ standard by 2025 with implementation of a portion of the O_3 strategy

- Attainment of the 1-hour O_3 standard by 2022 with no reliance on "black box" future technology (CAA Section 182(e)(5) measures)

The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NOX_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 8-hour ozone standard.

In addition, the SCAQMD has established daily emissions thresholds for construction and operation of a proposed project in the Basin. The SCAQMD's project level thresholds are based in part on Section 180 (e) of the Clean Air Act, which identifies ambient pollutant concentrations associated with the onset of significant adverse health effects—often referred to as 'significant harm levels.' These federal benchmarks guide U.S. EPA and local air districts in defining levels of exposure that may pose imminent and substantial endangerment to public health, and they support the development of State Implementation Plans and regional attainment strategies. Within this framework, SCAQMD establishes project-level thresholds to promote consistency, transparency, and regulatory defensibility in evaluating the significance of air quality impacts during the environmental review process.

Southern California Association of Governments. SCAG is a council of governments for Los Angeles, Orange, Riverside, San Bernardino, Imperial, and Ventura counties. It is a regional planning agency and serves as a forum for regional issues relating to transportation, the economy and community development, and the environment. SCAG is the federally designated Metropolitan Planning Organization (MPO) for the majority of the Southern California region and is the largest MPO in the nation. With regard to air quality planning, SCAG prepares the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP), which address regional development and growth forecasts and form the basis for the land use and transportation control portions of the AQMP and are used in the preparation of the air quality forecasts and consistency analysis included in the AQMP. The RTP, RTIP, and AQMP are based on projections originating within local jurisdictions.

Although SCAG is not an air quality management agency, it is responsible for developing transportation, land use, and energy conservation measures that affect air quality. SCAG's Regional Comprehensive Plan (RCP) provides growth forecasts that are used in the development of air quality-related land use and transportation control strategies by the SCAQMD. The RCP is a framework for decision-making for local governments, assisting them in meeting federal and State mandates for growth management, mobility, and environmental standards, while maintaining consistency with regional goals regarding growth and changes. Policies within the RCP include consideration of air quality, land use, transportation, and economic relationships by all levels of government.

SCAG adopted the Connect SoCal: The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal 2024)[7] on April 4, 2024. Connect SoCal 2024 is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The Connect SoCal 2024 identifies that the SCAG area would reach the GHG emissions reduction target set by CARB, including the regional target of reducing GHG emissions from autos and light-duty trucks from 2005 levels by 19 percent by 2035.

4.3.4.4 Local Regulations

City of Cypress General Plan. The City of Cypress addresses air quality in the Air Quality Element of the City's General Plan.[8] The Air Quality Element contains goals, policies, and implementation actions that are intended to protect the public's health and welfare by reducing current pollution emissions and by requiring new development to comply with air quality standards. The following goals, policies, and implementing actions related to air quality are presented in the Air Quality Element and are applicable to the proposed project:

- **AQ-1.3:** Locate multiple family developments close to commercial areas to encourage pedestrian rather than vehicular travel.
- **AQ-1.4:** Develop neighborhood parks near concentrations of residents to encourage pedestrian travel to the recreation facilities.
- **AQ-3.1:** Adopt incentives, regulations, and/or procedures to minimize particulate emissions from unpaved roads, agricultural uses, and building construction.
- **AQ-4.1:** Promote energy conservation in all sectors of the City including residential, commercial, and industrial.
- **AQ-4.2:** Promote local recycling of wastes and the use of recycled materials.
- **AQ-4.3:** Adopt incentives and regulations to reduce emissions from swimming pool heaters and residential and commercial water heaters.

4.3.5 Thresholds of Significance

The thresholds of significance for air quality impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to air quality if it would:

Threshold 4.3.1: Conflict with or obstruct implementation of the applicable air quality plan;

---

7 Southern California Association of Governments (SCAG). 2024a. Connect SoCal 2024: The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments. Website: https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf (accessed October 2025).

8 City of Cypress. 2001. *Cypress General Plan Air Quality Element.* October 5.

Threshold 4.3.2: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard;

Threshold 4.3.3: Expose sensitive receptors to substantial pollutant concentrations; or

Threshold 4.3.4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

As stated in Appendix G of the *State CEQA Guidelines*, where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make determinations about a project's impacts. This Draft EIR uses the adopted thresholds of the SCAQMD, the local air quality management district, as further discussed below.

4.3.5.1 Regional Emissions Thresholds

SCAQMD has established daily emissions thresholds for construction and operation of a proposed project in the Basin. The emissions thresholds were established based on the attainment status of the Basin with regard to air quality standards for specific criteria pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety, these emissions thresholds are regarded as conservative and would overstate an individual project's contribution to health risks.

Table 4.3.E: SCAQMD Air Quality Significance Thresholds lists the CEQA significance thresholds for construction and operational emissions established for the Basin.

Projects in the Basin with construction- or operation-related emissions that exceed any of their respective emission thresholds would be considered significant under SCAQMD guidelines. These thresholds, which SCAQMD developed and that apply throughout the Basin, apply as both project and cumulative thresholds. If a project exceeds these standards, it is considered to have a project-specific and cumulative impact.

4.3.5.2 Local Microscale Concentration Standards

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below State and federal CO standards. Because ambient CO levels are below the standards throughout the Basin, a project would be considered to have a significant CO impact if project emissions result in an exceedance of one or more of the 1-hour or 8-hour standards. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20 parts per million (ppm)
- California State 8-hour CO standard of 9 ppm

Table 4.3.E: SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds *(see note)*		
Pollutant	**Construction**	**Operation**
NO_x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to South Coast AQMD Rule 402	
GHG	10,000 MT/yr CO_2e for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants		
NO_2 1-hour average annual arithmetic mean	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM_{10} 24-hour average annual average	10.4 µg/m^3 (construction) and 2.5 µg/m^3 (operation) 1.0 µg/m^3	
$PM_{2.5}$ 24-hour average	10.4 µg/m^3 (construction) and 2.5 µg/m^3 (operation)	
SO_2 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 µg/m^3 (state)	
CO 1-hour average 8-hour average	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day Average Rolling 3-month average	1.5 µg/m^3 (state) 0.15 µg/m^3 (federal)	

Source: SCAQMD *CEQA Air Quality Handbook* (SCAQMD 1993).
Note: The mass daily thresholds for project construction and operation were used in this analysis. All other significance thresholds were included for informational purposes only.
CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides
VOCs = volatile organic compounds

4.3.6 Project Impacts

Threshold 4.3.1: Would the project conflict with or obstruct implementation of the applicable air quality plan?

***Significant and Unavoidable Impact*.** A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the air quality plans. A consistency determination fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are addressed. New or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review due to the air quality plan strategy being based on projections from local General Plans.

Consistency with the 2022 AQMP would be achieved if a project is consistent with the goals, objectives, and assumptions in this plan to achieve the federal and State air quality standards. Per SCAQMD's *CEQA Air Quality Handbook*, there are two main indicators of a project's consistency with the AQMP:

- **Indicator 1:** Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or emission reductions in the AQMP.

- **Indicator 2:** Whether the project would exceed the assumptions in the AQMP. The AQMP strategy is, in part, based on projections from local general plans.

Indicator 1: For a project to be consistent with Indicator 1, the pollutants emitted from a project should not exceed the SCAQMD's emissions thresholds or cause a significant impact on air quality. As demonstrated in **Table 4.3.F: Unmitigated Regional Project Buildout Construction Emissions** below, construction emissions associated with full buildout of the proposed project would not exceed the SCAQMD thresholds for VOCs, NO_x, CO, SO_x, $PM_{2.5,}$ or PM_{10} emissions. Implementation of regulatory requirements (as specified in **Regulatory Compliance Measures AIR-1** through **AIR-4**) further reduces the short-term construction period air quality impacts and ensures compliance with the 2022 AQMP.

The project is an infill development within an existing urbanized area that would concentrate new residential uses, as directed by the state through the City's RNHA, near existing bus services. This is consistent with regional goals to reduce air quality emissions. However, even with implementation **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1**, long-term operational emissions associated with the proposed project, would exceed the SCAQMD's established significance thresholds including area, energy, and mobile source emissions. See **Table 4.3.H: Unmitigated Regional Project Operational Emissions** and **Table 4.3.I: Mitigated Project Operational Emissions**. As such, buildout of the proposed land use changes associated with the project would result in significant and unavoidable long-term operational pollutant emissions. Because the proposed project would result in a significant and unavoidable air quality impact, the proposed project would not be consistent with Indicator 1.

Table 4.3.F: Unmitigated Regional Project Buildout Construction Emissions

Project Construction	Maximum Pollutant Emissions (lbs/day)					
	VOCs	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2026	1.4	46.4	33.9	0.1	9.0	5.0
2027	1.4	52.3	37.8	0.1	9.0	5.0
2028	4.3	52.3	78.1	0.1	19.8	5.3
2029	12.5	31.7	86.7	0.1	23.2	6.1
2030	12.3	31.4	82.9	0.1	23.2	6.1
2031	12.0	30.4	79.2	0.1	23.2	6.1
2032	11.9	30.1	76.1	0.1	23.2	6.1
2033	11.8	28.9	73.1	0.1	23.2	6.1
2034	11.7	28.9	70.8	0.1	23.2	6.1
2035	11.7	28.7	68.5	0.1	23.2	6.1
2036	11.6	28.5	66.3	0.1	23.2	6.1
2037	11.5	28.2	54.7	0.1	23.2	6.1
2038	8.7	14.8	19.5	<0.1	3.6	1.4
Peak Daily Emissions	**12.5**	**52.4**	**86.7**	**0.1**	**23.2**	**6.1**
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Exceeds?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (December 2025).

[1] Peak daily emissions of VOCs, CO, PM_{10}, and $PM_{2.5}$ occur during overlap of the Building Construction and Architectural Coating phases.

CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOCs = volatile organic compound

Indicator 2: The *CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for projects such as new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities.

The proposed project consists of the reasonably foreseeable buildout of a portion of the area governed by the Cypress Town Center and Commons Specific Plan that includes approximately 134 acres of land in the city. The proposed project would allow for the development of up to 1,791 additional residential units within the Buildout Area and 440,000 square feet of non-residential development. As such, this analysis evaluates whether buildout of the proposed project would exceed the 2022 AQMP's assumptions.

With respect to determining the proposed project's consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's Connect SoCal 2024 regarding population, housing, and growth trends. According to the Connect SoCal 2024 Growth Forecast Technical Report,[9] Cypress's population is anticipated to grow by approximately 12 percent between 2019 and 2050 from approximately 50,200 people to 56,200

[9] Southern California Association of Governments (SCAG). 2024b. 2024–2050 RTP/SCS Draft Connect SoCal 2024 Growth Projections.

people. Orange County's population is expected to grow by 7.8 percent between 2019 and 2050 from 3,191,000 people to 3,439,000 people.[10] In addition, according to the SCAG 6th Cycle Final Regional Housing Needs Assessment (RHNA) Allocation Plan, the City's housing need allocation for the planning period between 2021 and 2029 is 3,936 units.[11]

According to the U.S. Census Bureau, the average number of people per household from 2019-2023 in Cypress was approximately 3.08 people.[12] Assuming a ratio of 3.08 people per household, the proposed project would result in a net increase of approximately 5,516 persons at full buildout, which was assumed to take place over 12 years, for an average of 460 people per year.[13]

Although the buildout envisioned under the proposed project would facilitate the development of new housing in the City, the increase in population associated with the new housing would not exceed SCAG's growth assumptions, as the proposed project is designed to meet the City's housing need. As such, future development implemented in accordance with the proposed project would accommodate planned regional housing growth included in the SCAG RHNA. Therefore, since the purpose of the proposed project is to accommodate planned regional housing growth included in the SCAG RHNA, the proposed project would not exceed the growth assumptions in Connect SoCal 2024 or the 2022 AQMP.

In addition, as discussed in Section 4.11, Land Use and Planning, the proposed project would be consistent with applicable goals in Connect SoCal 2024. Furthermore, the proposed project reinforces the goals, including goals to develop, connect and sustain communities that are livable and thriving and to create a healthy region for the people of today and tomorrow, by providing additional housing opportunities within locations near amenities and already used by the public for commercial, recreational, and/or professional uses. In addition, the proposed project would support the development, connection, and sustainability of communities that are livable and thriving by providing necessary housing for all income levels in a bustling economic corridor. Furthermore, **Table 4.11.D** in Section 4.11 provides a consistency analysis of the goals and policies from the City's General Plan that are relevant to the proposed project. As demonstrated in **Table 4.11.D**, the proposed project would not conflict with the applicable goals in the Air Quality Element of the City's General Plan. Additionally, **Mitigation Measure TRA-1** would require the implementation of feasible Transportation Demand Management (TDM) strategies to mitigate the proposed project's Vehicle Miles Traveled (VMT) impact, which include constructing or improving bicycle facilities that would connect the proposed project to the existing regional bicycle network and improving the pedestrian network, including the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area. All future development facilitated by the proposed

[10] Southern California Association of Governments (SCAG). 2024c. 2024–2050 RTP/SCS Demographics & Growth Forecast Technical Report. Website: https://www.scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf (accessed October 2025).

[11] Southern California Association of Governments (SCAG). 2021. SCAG 6th Cycle Final RHNA Allocation Plan. Website: https://scag.ca.gov/sites/main/files/file-attachments/6th_cycle_final_rhna_allocation_plan_070121.pdf?1646938785 (accessed January 28, 2025).

[12] United States Census Bureau. 2024. Cypress City, California QuickFacts. Website: https://www.census.gov/quickfacts/fact/table/cypresscitycalifornia/PST045224 (accessed October 2025).

[13] 1,791 households x 3.08 persons per household = 5,516 persons

project would be required to comply with City policies regarding bicycle parking and other infrastructure.

Buildout envisioned under the proposed project would not include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities; therefore, it is unlikely that the proposed project would interfere with SCAQMD's goals for improving air quality in the region. As demonstrated above, the proposed project would not conflict with the 2022 AQMP and, as such, would not jeopardize attainment of the CAAQS and NAAQS in the area under the jurisdiction of the SCAQMD. The proposed project is therefore considered consistent with Indicator 2. Impacts related to Indicator 2 would be less than significant.

Summary: Based on the discussion above, the proposed project would have the potential to conflict or obstruct implementation of applicable air quality plans under Indicator 1 because buildout of the proposed project would result in significant and unavoidable long-term operational pollutant emissions. As demonstrated above, the proposed project would be consistent with Indicator 2 as the proposed project would not exceed the growth assumptions in Connect SoCal 2024 or the 2022 AQMP. As discussed below, although there is no feasible mitigation to reduce operational pollutant emissions to a less than significant level, **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1** would incorporate design features that would contribute to reducing criteria air pollutant emissions generated during operational activities associated with the proposed project. Therefore, since the proposed project would conflict with Indicator 1, impacts would be significant and unavoidable.

Threshold 4.3.2: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?

***Significant and Unavoidable Impact*.** The Basin is currently designated nonattainment for the federal and State standards for O_3 and $PM_{2.5}$. In addition, the Basin is in nonattainment for the State PM_{10} standard. The Basin's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of AAQS on a Basin-wide level. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the SCAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is not necessary.

The following analysis assesses the potential air quality impacts associated with construction and operation of the proposed project.

Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by demolition, grading, paving, building, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, VOCs, directly emitted particulate matter ($PM_{2.5}$ and PM_{10}), and TACs such as diesel exhaust particulate matter.

Construction activities would include demolition, site preparation, grading, building construction, architectural coating, and paving activities. Construction-related effects on air quality are typically greatest during the demolition, grading, and site preparation phases due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at construction sites. Unless properly controlled, vehicles leaving construction sites would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The SCAQMD has established Rule 403 (Fugitive Dust), which would require the contractor to implement measures that would reduce the amount of particulate matter generated during the construction period, which was assumed by CalEEMod.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_x, VOCs, and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for future development envisioned under the proposed project using CalEEMod. This analysis includes two model runs to evaluate a worst-case construction scenario. The first model run evaluates construction emissions associated with full buildout of the proposed project, including the development of up to 1,791 additional residential units and 440,000 square feet of non-residential development within the Buildout Area.

The second model run includes a phased approach to grading that includes the simultaneous grading of multiple development areas to reflect a conservative worst-case construction scenario during grandstand demolition and grading only. Results of both analyses are described below.

Project Buildout Construction Emissions. Construction emissions were estimated for full buildout of the future development allowed under the proposed project using CalEEMod. Specific construction information for specific development projects, such as construction phasing and schedule, is not yet known; however, construction of the entire Buildout Area is assumed to commence in 2026 and conclude in 2038, which was included in CalEEMod. Construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coatings

(painting). TAIT, a licensed civil engineering firm, prepared grading estimates for buildout of the proposed project, concluding the proposed project would require the cut of 248,600 cubic yards of soil and fill of 333,500 cubic yards of soil, which would result in the net import of 84,900 cubic yards of soil. In addition, the proposed project would require the demolition of approximately 768,360 square feet of existing buildings. Based on information provided by the Project Applicant, demolition activities would require up to four excavators, two track loaders, a crawler crane, and several bobcats/backhoes. This analysis also assumes the use of Tier 2 construction equipment and that the proposed project would comply with SCAQMD Rule 403 measures. Assuming the use of Tier 2 construction equipment is conservative as construction contractors often typically use Tier 2 or cleaner equipment due to their wide availability. Default assumptions (e.g., construction worker and truck trips and fleet activities) from CalEEMod were used where specific information regarding construction was not available. Construction-related emissions are presented in **Table 4.3.F**. CalEEMod output sheets are included in **Appendix B**.

As shown in **Table 4.3.F**, construction emissions associated with full buildout of the proposed project would not exceed the SCAQMD thresholds for VOCs, NO_x, CO, SO_x, $PM_{2.5,}$ or PM_{10} emissions. As discussed above, according to SCAQMD guidance, projects that exceed the significance thresholds are considered by SCAQMD to result in cumulatively considerable air quality impacts, whereas projects that do not exceed applicable thresholds are generally not considered to result in cumulatively considerable impacts. Because construction emissions associated with the proposed project would not exceed any applicable significance threshold, construction activities would not result in a cumulatively considerable contribution to regional air quality impacts. In addition, construction emissions estimates presented herein are conservative because they are based on default construction equipment assumptions and do not account for the requirement in **Mitigation Measure AIR-2** that construction activities utilize Tier 4 Final or cleaner equipment. Actual construction emissions would therefore be expected to be lower than those presented in the modeling results and in **Table 4.3.F**. Accordingly, with compliance with regulatory requirements (as specified in **Regulatory Compliance Measures AIR-1** through **AIR-4**), construction impacts related to a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under applicable federal or State ambient air quality standards would be less than significant, and no mitigation is required.

Concurrent Grading Emissions. As described above, in order to provide a conservative analysis of the construction impacts associated with the proposed project, this supplemental analysis evaluates the simultaneous grading of five projects in multiple land use districts. This supplemental analysis is for informational purposes only to evaluate a potential worst-case scenario for grading activities.

This analysis conservatively assumes that the grading for five development projects would simultaneously occur on Lots 2, 4, 7, 12 and 13, including all of Lots 4, 12 and 13, the southern 8 acres of Lot 2 and the northern 11 acres of Lot 7. Grading activities associated with the five development projects would require the cut of 202,000 cubic yards of soil and fill of 263,000 cubic yards of soil, which would result in the net import of 61,000 cubic yards of soil.

Consistent with a conservative worst-case approach, this supplemental analysis uses default construction equipment assumptions in CalEEMod, including a Tier 2 equipment fleet, and assumes compliance with SCAQMD Rule 403 dust control measures. Because specific construction details are

not yet known, default CalEEMod assumptions (e.g., construction worker, truck trips and fleet activities) were used. Construction-related grading emissions are presented in **Table 4.3.G: Unmitigated Regional Concurrent Grading Emissions**. CalEEMod output sheets are included in **Appendix B**.

Table 4.3.G: Unmitigated Regional Concurrent Grading Emissions

Project Construction	Maximum Pollutant Emissions (lbs/day)					
	VOCs	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2026	1.5	54.7	38.9	0.1	7.5	3.1
2027	1.5	54.5	38.6	0.1	6.5	3.1
Peak Daily Emissions	**1.5**	**54.7**	**38.9**	**0.1**	**7.5**	**3.1**
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Exceeds?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (December 2025).
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOCs = volatile organic compound

As shown in **Table 4.3.G**, construction emissions associated with the concurrent grading scenario would not exceed the SCAQMD thresholds for VOCs, NO_x, CO, SO_X, $PM_{2.5,}$ or PM_{10} emissions.

Operational Emissions. Long-term air pollutant emission impacts that would result from future buildout envisioned under the proposed project are those that are associated with mobile sources (e.g., vehicle trips), energy sources (e.g., natural gas), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment).

Mobile source emissions include VOC and NO_X emissions, which contribute to the formation of ozone. Additionally, PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. Energy source emissions would typically result from activities in buildings for which natural gas is used. Typically, area source emissions consist of direct sources of air emissions located at a project site, including architectural coatings, consumer products, and the use of landscape maintenance equipment. This analysis utilizes default assumptions for architectural coatings, the use of consumer products (including cleaning supplies, kitchen aerosols, cosmetics and toiletries), and landscape maintenance equipment.

Emission estimates for operation of full buildout envisioned under the proposed project were calculated using CalEEMod, assuming up to 1,791 residential units and 440,000 square feet of non-residential development as identified in **Table 3.B** in Chapter 3.0, Project Description. Trip generation rates used in CalEEMod were based on the project's trip generation estimate of 21,041 net new average daily trips, as identified in Section 4.17, Transportation. It is not yet known whether future buildout under the proposed project would include natural gas; therefore, this analysis conservatively uses default assumptions for natural gas usage. This analysis assumes there would be no woodburning hearths. Where project-specific data were not available, default assumptions (e.g.,

electricity usage, water usage, and solid waste generation) from CalEEMod were used to estimate project emissions.

The primary emissions associated with the project are regional in nature, meaning that air pollutants are rapidly dispersed on release or, in the case of vehicle emissions associated with the project, emissions are released in other areas of the Air Basin. The maximum daily emissions associated with project operational trip generation, energy, and area sources are identified in **Table 4.3.H**. The emissions presented in **Table 4.3.I** are conservative as they do not take into account the emissions from the existing uses, except for the existing trip generation. CalEEMod output sheets are included in **Appendix B**.

Table 4.3.H: Unmitigated Regional Project Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOCs	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Mobile Sources	45.8	27.9	358.9	1.0	116.2	29.8
Area Sources	75.4	25.3	132.2	0.2	2.1	2.1
Energy Sources	0.6	9.7	4.4	0.1	0.8	0.8
Total Emissions	**121.7**	**62.9**	**459.5**	**1.3**	**119.1**	**32.6**
SCAQMD Thresholds	55.0	55.0	550.0	150.0	150.0	55.0
Exceeds?	**Yes**	**Yes**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (December 2025).
Note: The land uses used in this analysis are consistent with the land use codes utilized in the *Traffic Study for Cypress Specific Plan 3.0 Buildout Project*. The emissions presented in this table are based on the unmitigated operational results in CalEEMod.
CalEEMod = California Emissions Estimator Model
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOCs = volatile organic compound

Table 4.3.I: Mitigated Project Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOCs	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Mobile Sources	45.3	27.6	354.9	1.0	114.9	29.4
Area Sources	58.3	0.0	0.0	0.0	0.0	0.0
Energy Sources	0.6	9.7	4.4	0.1	0.8	0.8
Total Emissions	**104.2**	**37.3**	**359.5**	**1.1**	**115.7**	**30.2**
SCAQMD Thresholds	55.0	55.0	550.0	150.0	150.0	55.0
Exceeds?	**Yes**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (December 2025).
Note: The emissions presented in this table are based on the mitigated operational results in CalEEMod.
CalEEMod = California Emissions Estimator Model
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOCs = volatile organic compound

The results shown in **Table 4.3.I** indicate that buildout of the proposed project would exceed the significance criteria for VOCs and NO_X emissions, but CO, SO_X, PM_{10}, or $PM_{2.5}$ emissions would not exceed the significance criteria. Therefore, the proposed project could have a potentially significant effect on regional air quality.

In addition, as discussed in Chapter 3.0, given the size of the property, development within the Buildout Area would occur on a project-by-project basis and the specific design and sequencing of those projects cannot be determined at this time. The exact timing of implementation and phasing for the Buildout Area may vary based on a number of factors, including market and economic demands, as well as physical constraints or timing of roadway/infrastructure improvements. As such, it is possible that construction activities would still be underway while parts of the proposed project become operational. Since the project is a programmatic level document and the timing of projects that would be developed under the Specific Plan are unknown at this time, the precise combination of emissions that would occur is unknown.

However, since operational emissions would exceed SCAQMD thresholds, it is assumed that construction and operational emissions combined would exceed the significance threshold established by the SCAQMD for daily project emissions. Two feasible mitigation measures were identified aimed at reducing operational emissions, **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1.**

Mitigation Measure AIR-1

Prior to issuance of grading permits for development projects in the Buildout Area, a future project applicant in collaboration with the City of Cypress Planning Division shall identify project design details and specifications, where feasible, to document implementation and compliance with emission reduction measures. The City of Cypress Planning Division shall verify compliance through: (1) Review and approval of construction drawings and building permit submittals demonstrating incorporation of the emission-reduction measures; (2) Documentation or reporting from the contractor or a future project applicant, as deemed necessary by the City of Cypress Planning Division, demonstrating adherence to approved measures.

The measures below shall be implemented and updated as necessary as they are considered feasible and effective in reducing criteria pollutant emissions generated by the project. These measures shall be reviewed and updated in accordance with the most recent emission-reduction and emission-minimization guidance available, including, at a minimum, the California Air Pollution Control Officers Association (CAPCOA) 2024 guidance. A future project applicant shall incorporate all feasible and updated measures into the final construction drawings, building plans, and contractor specifications for City review, including, but not limited to, the following:

- Provide building access and paths which are physically separated from street parking lot traffic and that eliminate physical barriers such as walls, berms, landscaping and slopes that impede the use of pedestrians, bicycle facilities, or public transportation vehicles.
- Provide continuous sidewalks separated from the roadway by landscaping and on street parking.
- Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.
- Provide preferential parking spaces near the entrance of buildings for those who carpool/vanpool/rideshare and provide signage.
- Install electric vehicle charging capabilities that meet the requirements of the latest version of the California Green Building Standards Code (CALGreen Code) Tier 2 Voluntary Standards.
- Install ENERGY STAR certified heating, cooling, and lighting devices, and appliances or equivalent.
- Install only electric fireplaces.
- Install low-flow water fixtures.
- Utilize energy-efficient design features, including appropriate site orientation, use of lighter color roofing and building materials, and use of deciduous shade trees and windbreak trees to reduce fuel consumption for heating and cooling.
- Use light-colored paving and roofing materials.
- Use low-volatile organic compound (VOC) paints with 10 grams per liter or less.
- Require the use of all-electric landscaping equipment.
- Maximize the planting of trees in landscaping and parking lots.

Mitigation Measure AIR-1 would require the implementation of all feasible measures to reduce operational impacts associated with buildout envisioned under the proposed project. As outlined in the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities,

and Advancing Health and Equity,[14] these measures are recognized to reduce emissions associated with project operation. **Mitigation Measure TRA-1,** which requires the implementation of a Transportation Demand Management Plan to lower project VMT for the proposed project's residential component, identified in Section 4.17, Transportation, would further reduce impacts. As outlined in the regulatory section, and further discussed in Section 4.8, Greenhouse Gas Emissions, there is a direct correlation between lowering VMT and emissions. The measures listed in **Mitigation Measure AIR-1** were included in CalEEMod. As such, **Table 4.3.I** identifies the results of the analysis with implementation of **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1**.

As shown in **Table 4.3.I**, with implementation of **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1**, NO_x emissions would be reduced to below the SCAQMD's significance criteria. However, VOC emissions would still exceed the SCAQMD's significance criteria. As shown in **Table 4.3.I**, the proposed project's VOC emissions are primarily associated with mobile sources (i.e., project-generated vehicle trips) and area sources associated with the use of consumer products (including cleaning supplies, kitchen aerosols, cosmetics, and toiletries). While **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1** would incorporate design features that would contribute to reducing criteria air pollutant emissions generated during operational activities associated with the full buildout envisioned under proposed project; the long-term operational VOC emissions associated with the proposed project would cumulatively contribute to the nonattainment designations in the Basin and project impacts would not be lowered below SCAQMD thresholds.

The majority of the project's operational-source emissions are generated by passenger cars associated with trips generated by the project. Even with potential VMT reductions required in **Mitigation Measure TRA-1**, VOC emissions would remain above the SCAQMD thresholds. As there are no additional feasible mitigation measures that would reduce project operational-source VOC emissions to a less-than-significant level proposed project operation would result in a significant and unavoidable impact related to a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard.

Long-Term Microscale (CO Hot Spot) Analysis. Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the vicinity of the Buildout Area. Localized air quality impacts would occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile-source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, CO disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

[14] California Air Pollution Control Officers Association (CAPCOA). 2024. *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*. October. Website: https://www.caleemod.com/handbook/index.html (accessed November 2025).

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the Buildout Area are above or below State and federal CO standards. Because ambient CO levels are below the standards throughout the Basin, a project would be considered to have a significant CO impact if project emissions result in an exceedance of one or more of the 1-hour or 8-hour standards. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20 parts per million (ppm)
- California State 8-hour CO standard of 9 ppm

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in the immediate project vicinity are not available. Ambient CO levels monitored at the Anaheim monitoring station, the closest station to the Buildout Area that monitors CO, showed a highest recorded 1-hour concentration of 2.8 ppm (the State standard is 20 ppm) and a highest 8-hour concentration of 2.4 ppm (the State standard is 9 ppm) during the past 3 years (**Table 4.3.D**). The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis.

Full buildout envisioned under the proposed project would generate 21,041 net new average daily trips, 1,019 a.m. peak-hour trips, and 1,418 p.m. peak-hour trips. As discussed in the proposed project's Traffic Study,[15] under Existing Conditions, all study intersections currently operate at acceptable levels of service. As described in the Traffic Study, even with the improvements recommended in the Traffic Study, four intersections and roadway segments would continue to operate at deficient levels of service (LOS) during peak hours. However, given the extremely low level of CO concentrations in the Buildout Area, project-related vehicles are not expected to result in CO concentrations exceeding the State or federal CO standards. Impacts related to CO hot spots would be less than significant, and no mitigation is required.

Threshold 4.3.3: Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contamSinants. Sensitive receptor locations include schools, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential dwelling units. The following section describes the potential impacts on sensitive receptors from construction and operation associated with buildout envisioned under the proposed project. As shown in **Figure 3-3: Surrounding Land Uses,** in Chapter 3.0, Project Description, the closest existing sensitive receptors to the Buildout Area include the following: residential uses located north of the Buildout Area across Cerritos Avenue; residential/mixed-use buildings located adjacent to the eastern boundary of the Buildout Area along Katella Avenue; senior housing located adjacent to the southern and western boundaries of the Buildout Area along Katella Avenue; and residential uses located south of the Buildout Area across Katella Avenue.

[15] Kimley-Horn and Associates, Inc. 2025. *Cypress Specific Plan 3.0 Buildout Project Traffic Study*. July.

Construction Health Risk to Nearby Sensitive Receptors. The SCAQMD recommends the evaluation of localized air quality impacts to nearby sensitive receptors, such as residential land uses, resulting from construction and operational activities. Localized Significance Thresholds (LSTs)[16] developed by SCAQMD are intended to evaluate site-specific emissions associated with individual projects and are primarily based on emissions generated by heavy-duty construction equipment, grading, and trenching activities. Because LSTs are designed for project-level analyses, they are not directly applicable to program-level environmental documents, such as the proposed project. Nevertheless, future development accommodated under the proposed project could result in construction emissions that may affect nearby sensitive receptors, particularly where construction activities are large in scale, prolonged in duration, or occur in close proximity to residential uses.

Construction activities associated with future development could generate emissions of particulate matter and diesel exhaust from heavy-duty equipment. Diesel particulate matter (DPM) is identified by CARB as a toxic air contaminant, and exposure to elevated concentrations may result in potential cancer and noncancer health risks. The potential magnitude of exposure would vary depending on construction intensity, duration, equipment mix, and receptor proximity. Accordingly, construction-related health risk impacts would be potentially significant in the absence of mitigation.

To reduce construction-related DPM emissions at the source, **Mitigation Measure AIR-2** requires use of U.S. EPA Tier 4 Final or cleaner construction equipment if and to the extent commercially available, or the cleanest available technology that is commercially available and feasible. If Tier 4 Final equipment or cleaner construction equipment is not commercially available for a majority of the construction equipment and the individual development project would be larger than 20 acres, **Mitigation Measure AIR-2** requires the preparation of a project-specific construction Health Risk Assessment (HRA), which may identify additional feasible risk-reduction measures for implementation, as appropriate. With implementation of **Mitigation Measure AIR-2**, impacts related to construction diesel particulate matter exposure to sensitive receptors would be less than significant.

Mitigation Measure AIR-2

All construction activities in the Buildout Area shall utilize U.S. EPA Tier 4 Final diesel construction equipment for equipment rated at greater than 50 brake horsepower (bhp) if and to the extent commercially available, or the cleanest available equipment and technology that is commercially available and feasible at the time of construction (e.g., zero-emission or equivalent low-emission equipment), to minimize diesel particulate matter (DPM) emissions.

If Tier 4 Final equipment is not commercially available for a majority of the construction equipment and an individual development project would be larger than 20 acres, the City shall require preparation of a construction Health Risk Assessment (HRA) for such development project.

[16] South Coast Air Quality Management District (SCAQMD). 2021. Localized Significance Thresholds. Website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds (accessed October 2025).

If a construction HRA is required, it shall be prepared in accordance with current OEHHA methodology and applicable SCAQMD CEQA and health risk assessment guidance. Additional feasible risk-reduction measures identified through the HRA process shall be implemented as determined necessary by the City.

Operational Public Health Effects. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Particulate matter can also lead to a variety of health effects in people. These include premature death of people with heart or lung disease, heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Regional emissions of criteria pollutants contribute to these known health effects. The SCAQMD is the primary agency responsible for ensuring the health and welfare of sensitive individuals and that they are not exposed to elevated concentrations of criteria pollutants in the Basin. To achieve the health-based standards established by the USEPA, the SCAQMD prepares an AQMP that details regional programs to attain the ambient air quality standards.

As demonstrated in **Table 4.3.I** above, even with implementation of **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1**, operational emissions associated with future buildout envisioned under the proposed project would exceed the SCAQMD's VOC thresholds. Although the emissions from operations resulting from buildout of the proposed project are expected to exceed the SCAQMD's project level thresholds, it should be noted that exceeding or not exceeding the SCAQMD's numeric regional mass daily thresholds does not, by itself, directly correlate to a determination regarding health risk impacts on nearby sensitive receptors. The project level thresholds are intended to provide a means of consistency in significance determination within the environmental review process, and do not provide a finding on health risk impacts on nearby sensitive receptors.

The reason for this is that the project level criteria pollutant thresholds are in pounds per day emitted into the air, whereas health effects are determined based on the concentration of emissions in the air at a particular receptor (e.g., ppm by volume of air, or $\mu g/m^3$ of air). State and federal ambient air quality standards were developed to protect the most susceptible population groups from adverse health effects and were established in terms of parts per million or micrograms per cubic meter for the applicable emissions.

However, the SCAQMD acknowledges that it has only been able to correlate potential health outcomes for very large emissions sources; specifically, 6,620 pounds per day (lbs/day) of NO_X, and 89,180 lbs/day of VOCs were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to ozone.[17] As shown in **Table 4.3.I**, with implementation of **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1**, operation of the proposed project would generate a maximum of 37.3 lbs/day of NO_X and 104.2 lbs/day of VOCs well below the VOC emission directly corelate to health impacts. Therefore, emissions associated with the proposed project are not sufficiently high to correlate health effects on a Basin-wide level.

[17] Supreme Court of California. 2015. *Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno, Plaintiffs and Appellants, v. County of Fresno, Defendant and Despondent, and Friant Ranch, L.P., Real Part in Interest and Despondent.* April.

Furthermore, air quality trends for emissions of NO_X, VOCs, and ozone (which is a byproduct of NO_X and VOCs) have been trending downward within the Basin even as development has increased over the last several years. Therefore, proposed project implementation is not expected to result in any Basin-wide increase in health effects.

Additionally, in *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, the California Supreme Court clarified that when an EIR finds a project would result in significant air quality impacts, it must include a reasoned analysis connecting the magnitude of the emissions to potential adverse health effects to the extent feasible.

Consistent with this guidance, this Draft EIR provides a discussion of the health effects associated with exposure to each criteria pollutant (see **Table 4.3.A**) and explains the extent to which project emissions would contribute to existing air quality conditions in the Basin.

This Draft EIR recognizes that emissions of ozone precursors (VOC) can contribute to regional exceedances of air quality standards and that such exceedances are associated with increased respiratory and cardiovascular symptoms in sensitive populations. However, the proposed project's emissions are small relative to regional totals and SCAQMD addresses and manages air basin-wide concentrations are addressed through the SCAQMD's Air Quality Management Plan. Further, the precise concentrations at which VOC would trigger these symptoms for a single project is not currently scientifically feasible. It is also not technically feasible to directly correlate regional emissions to specific localized health public health effects (e.g., the number of asthma cases) from an individual project. Accordingly, this Draft EIR discloses these impacts as significant and unavoidable and includes all feasible mitigation measures to minimize emissions during operation.

Operational Health Risk to Nearby Residents. As discussed above, future buildout envisioned under the proposed project would include the development of up to 1,791 additional residential units within the Buildout Area. As such, the proposed project would introduce new sensitive receptors within the Buildout Area. As discussed in Section 4.3.4.2 above, the CARB developed and approved the *Air Quality and Land Use Handbook: A Community Health Perspective* to address the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities. This guidance document was developed to assess compatibility and associated health risks when placing sensitive receptors near existing pollution sources.

CARB's recommendations for the siting of new sensitive land uses were based on a compilation of recent studies that evaluated data on the adverse health effects from proximity to air pollution sources. The key observation in these studies is that proximity to air pollution sources substantially increases both exposure and the potential for adverse health effects. Respiratory and cardiovascular problems including asthma, lung cancer, and premature death have been associated with living near major roadways and freeways. Children who live near major roadways and freeways have been found to have higher asthma rates and reduced lung function. There are three carcinogenic toxic air contaminants that constitute the majority of the known health risks from motor vehicle traffic: DPM from trucks and benzene and butadiene from passenger vehicles. Exposure to DPM accounts for more than 80 percent of the total carcinogenic risk in the Basin. It has been found that outdoor concentrations are highest near the roadway and decrease with increasing distance downwind of

the source. The CARB recommends avoiding siting new sensitive land uses within 500 feet of urban roads with more than 100,000 vehicles per day or rural roads with more than 50,000 vehicles per day.

Table 4.3.J: CARB Recommendations for Siting New Sensitive Land Uses shows a summary of the other CARB recommendations for siting new sensitive land uses within the vicinity of air pollutant sources. Recommendations in the table are based on data that show that localized air pollution exposures can be reduced by as much as 80 percent by following CARB minimum distance separations.

Table 4.3.J: CARB Recommendations for Siting New Sensitive Land Uses

Source/Category	Advisory Recommendations
Freeways and High-Traffic Roads	Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.
Distribution Centers	Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units [TRUs] per day, or where TRU unit operations exceed 300 hours per week). Take into account the configuration of existing distribution centers and avoid locating residences and other sensitive land uses near entry and exit points.
Rail Yards	Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. Within 1 mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	Avoid siting new sensitive land uses immediately downwind of ports in the most heavily affected zones. Consult local air districts or CARB on the status of pending analyses of health risks.
Refineries	Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners using Perchloroethylene	Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult with the local air district. Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.

Source: *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB 2005).
CARB = California Air Resources Board

None of the uses outlined in **Table 4.3.J** are allowed under the Specific Plan and as such are not part of the proposed project, which includes commercial and residential uses. Therefore, the uses allowed under the proposed project would not be a substantial source of TACs that would require specific siting distances based on the CARB recommendations as shown in **Table 4.3.J**. In addition, the industrial uses near the Buildout Area on the western and eastern boundaries are further than 500 feet, so any new sensitive receptors, such as proposed residential uses, will be consistent with CARB's siting recommendations.

In general, CEQA does not require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents. However, if the proposed project would exacerbate an existing environmental hazard or condition, then any impacts of the changed

hazards or conditions on future users or occupants must be evaluated. Here, the industrial uses are further than 500 feet from the Buildout Area and the proposed project would not modify the existing industrial uses on the western and eastern boundaries either directly or indirectly. So, even if the existing industrial uses posed an environmental hazard or condition, the proposed project would not exacerbate that condition or hazard. Thus, the proposed project would not pose an operational health risk to future tenants or occupants and impacts would be less than significant.

Threshold 4.3.4: Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. During construction of future development envisioned under the proposed project, some odors may be present due to diesel exhaust. However, these odors would be temporary and limited to the construction period. The proposed project would not include any activities or operations that would generate objectionable odors and once operational, development envisioned under the proposed project would not be a source of odors. Therefore, the proposed project would not result in other emissions (such as those leading to odors) affecting a substantial number of people. This impact would be less than significant.

4.3.7 Level of Significance Prior to Mitigation

Implementation of the proposed project would result in potentially significant impacts related to air quality.

4.3.8 Regulatory Compliance Measures and Mitigation Measures

4.3.8.1 Regulatory Compliance Measures

Regulatory Compliance Measure AIR-1 During clearing, grading, earth moving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventative measures by using the following procedures, in compliance with South Coast Air Quality Management District (SCAQMD) Rule 403 during construction. The applicable Rule 403 measures are as follows:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least twice daily (locations where grading is to occur shall be thoroughly watered prior to earthmoving).
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 2 feet (0.6 meter) of freeboard (vertical space between the top

of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.

- Pave construction access roads at least 100 feet (30 meters) onto the site from the main road.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour or less.

Regulatory Compliance Measure AIR-2 All trucks that are to haul excavated or graded material shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

Regulatory Compliance Measure AIR-3 Prior to approval of future project plans and specifications, the City of Cypress shall confirm that the construction bid packages specify:

- Contractors shall use high-volume low-pressure paint applicators with a minimum transfer efficiency of at least 50 percent;
- Coatings and solvents that will be utilized have a volatile organic compound content lower than required under SCAQMD Rule 1113; and
- To the extent feasible, construction/building materials shall be composed of pre-painted materials.

Regulatory Compliance Measure AIR-4 Future projects shall comply with SCAQMD Rule 402. Rule 402 prohibits the discharge of air contaminants or other material from any type of operations, which can cause nuisance or annoyance to any considerable number of people or to the public or which endangers the comfort or repose of any such persons, or the public.

4.3.8.2 Mitigation Measures

The proposed project would be required to implement the following mitigation measures.

Mitigation Measure AIR-1 Prior to issuance of grading permits for development projects in the Buildout Area, a future project applicant in collaboration with the City of Cypress Planning Division shall identify project design details

and specifications, where feasible, to document implementation and compliance with emission reduction measures. The City of Cypress Planning Division shall verify compliance through: (1) review and approval of construction drawings and building permit submittals demonstrating incorporation of the emission-reduction measures; (2) documentation or reporting from the contractor or a future project applicant, as deemed necessary by the City of Cypress Planning Division, demonstrating adherence to approved measures.

The measures below shall be implemented and updated as necessary as they are considered feasible and effective in reducing criteria pollutant emissions generated by the project. These measures shall be reviewed and updated in accordance with the most recent emission-reduction and emission-minimization guidance available, including, at a minimum, the California Air Pollution Control Officers Association (CAPCOA) 2024 guidance. A future project applicant shall incorporate all feasible and updated measures into the final construction drawings, building plans, and contractor specifications for City review, including, but not limited to, the following:

- Provide building access and paths which are physically separated from street parking lot traffic and that eliminate physical barriers such as walls, berms, landscaping and slopes that impede the use of pedestrians, bicycle facilities, or public transportation vehicles.

- Provide continuous sidewalks separated from the roadway by landscaping and on street parking.

- Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.

- Provide preferential parking spaces near the entrance of buildings for those who carpool/vanpool/rideshare and provide signage.

- Install electric vehicle charging capabilities that meet the requirements of the latest version of the California Green Building Standards Code (CALGreen Code) Tier 2 Voluntary Standards.

- Install ENERGY STAR certified heating, cooling, and lighting devices, and appliances or equivalent.

- Install only electric fireplaces.
- Install low-flow water fixtures.
- Utilize energy-efficient design features, including appropriate site orientation, use of lighter color roofing and building materials, and use of deciduous shade trees and windbreak trees to reduce fuel consumption for heating and cooling.
- Use light-colored paving and roofing materials.
- Use low-volatile organic compound (VOC) paints with 10 grams per liter or less.
- Require the use of all-electric landscaping equipment.
- Maximize the planting of trees in landscaping and parking lots.

Mitigation Measure AIR-2 All construction activities in the Buildout Area shall utilize U.S. EPA Tier 4 Final diesel construction equipment for equipment rated at greater than 50 brake horsepower (bhp) if and to the extent commercially available, or the cleanest available equipment and technology that is commercially available and feasible at the time of construction (e.g., zero-emission or equivalent low-emission equipment), to minimize diesel particulate matter (DPM) emissions.

If Tier 4 Final equipment is not commercially available for a majority of the construction equipment and an individual development project would be larger than 20 acres, the City shall require preparation of a construction Health Risk Assessment (HRA) for such development project.

If a construction HRA is required, it shall be prepared in accordance with current OEHHA methodology and applicable SCAQMD CEQA and health risk assessment guidance. Additional feasible risk-reduction measures identified through the HRA process shall be implemented as determined necessary by the City.

4.3.9 Level of Significance after Mitigation

Even with implementation of **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1**, the proposed project would result in significant and unavoidable air quality impacts related to conflicts with or obstruction of implementation of the applicable air quality plan and a cumulatively considerable net increase of criteria pollutants during operations for which the project region is in nonattainment under applicable federal and state ambient air quality standards. No additional feasible mitigation measures have been identified that would reduce these impacts to a less than significant level.

Implementation of **Mitigation Measure AIR-2** would reduce potential construction-related health risks to nearby sensitive receptors through required use of Tier 4 Final or cleaner construction equipment if and to the extent commercially available or, where warranted, project-specific health risk evaluation. Therefore, construction-related health risk impacts would be less than significant with mitigation.

4.3.10 Cumulative Impacts

According to the SCAQMD, regional air quality impacts are largely cumulative in nature. No single project is typically sufficient in size to independently cause regional nonattainment of ambient air quality standards. Rather, individual projects contribute incrementally to existing regional air quality conditions. The Basin is currently designated nonattainment for the federal and State standards for O_3 and $PM_{2.5}$. In addition, the Basin is currently designated nonattainment for the federal and State ozone and $PM_{2.5}$ standards, and the State PM_{10} standard. Existing nonattainment conditions result from the combined emissions of past, present, and reasonably foreseeable future development within the region.

Because air pollution is cumulative in nature, a project's incremental contribution to cumulative air quality impacts is evaluated based on whether project emissions would be cumulatively considerable. In developing its significance thresholds, SCAQMD identified emission levels at which a project's contribution would be considered cumulatively considerable. Projects exceeding applicable SCAQMD regional thresholds are considered to result in significant cumulative impacts.

If the proposed project's construction or operational emissions exceed applicable SCAQMD thresholds, the project would contribute to cumulatively significant regional air quality impacts. As shown in **Table 4.3.G** and **Table 4.3.H**, buildout of the proposed project would not generate significant construction emissions. However, as shown in **Table 4.3.I**, even with implementation of **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1**, the proposed project's operational-related VOC emissions would exceed the SCAQMD's significance criteria. Accordingly, the proposed project would result in a cumulatively considerable contribution to regional air quality impacts, and cumulative impacts related to criteria pollutants would be significant and unavoidable.

With respect to TACs, construction-related diesel particulate matter emissions associated with future development could contribute to localized cumulative health risk exposure at nearby sensitive receptors. Because the proposed project is programmatic in nature, specific construction characteristics for individual future development projects are not known at this time, and quantitative health risk modeling cannot be conducted at a program level. **Mitigation Measure AIR-2** requires use of Tier 4 Final or cleaner construction equipment to substantially reduce diesel particulate matter emissions at the source or if Tier 4 Final equipment or cleaner construction equipment is not commercially available for a majority of the construction equipment and an individual development project would be larger than 20 acres, requires the preparation of a project-specific HRA, which may identify additional feasible risk-reduction measures for implementation, as appropriate. Implementation of these requirements would reduce construction-related health risk impacts to less-than-significant levels. Because diesel particulate matter emissions from construction activities would be minimized through required use of Tier 4 Final or cleaner equipment or subject to project-specific review where warranted, the proposed project's

contribution to cumulative localized health risk impacts would not be cumulatively considerable. Therefore, cumulative impacts related to construction TAC exposure to sensitive receptors would be less than significant with mitigation.

4.4 BIOLOGICAL RESOURCES

This section describes the existing biological resources on and in the vicinity of the Buildout Area and evaluates the potential impacts on those resources with implementation of the Specific Plan 3.0 Buildout Project (proposed project).

The analysis in this section is based in part on the information contained in the *Biological Resources Assessment, Specific Plan 3.0 Buildout Project, Cypress, Orange County, California* (BRA)[1] (**Appendix C**) that was prepared for the proposed project. This section also includes information from Geographic Information System (GIS) data, the California Natural Diversity Database (CNDDB), and on the *Cypress Inventory of Landmark Trees*.[2]

4.4.1 Scoping Process

The City of Cypress (City) received six comment letters during the public review period for the Notice of Preparation (NOP). For copies of the NOP comment letters, refer to **Appendix A** of this Draft Environmental Impact Report (Draft EIR). No comment letters included comments related to biological resources.

4.4.2 Methodology

To assess the potential impacts of the proposed project on biological resources, LSA completed the BRA in February 2026. The discussion below describes the scope of the BRA, including methods used during background research and data review and site reconnaissance.

A literature review was conducted to determine the potential occurrence of special-status plant and animal species on or in the immediate vicinity of the Buildout Area including a 0.5-mile radius surrounding the Buildout Area. A 7-quadrangle database records search for the Los Alamitos, Anaheim, Long Beach, Whittier, La Habra, Newport Beach, and Seal Beach California USGS 7.5-minute quadrangles were accessed on September 24, 2024. Database records from the California Department of Fish and Wildlife (CDFW) CNDDB – Rarefind 5 and the California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants of California were utilized to assist in determining the existence or potential occurrence of any special-status plant and animal species[3] in or immediately adjacent to the Buildout Area. Similarly, LSA reviewed the United States Fish and

1 LSA Associates, Inc. (LSA). 2026. *Biological Resources Assessment, Specific Plan 3.0 Buildout Project, Cypress, Orange County, California*. February.

2 City of Cypress. 1996. *Cypress Inventory of Landmark Trees.* July.

3 The term "special-status species" refers to those species that are listed or proposed for listing under the California and Federal Endangered Species Acts (CESA and/or FESA), California Fully Protected Species, California Species of Special Concern, and California Special Animals. It should be noted that "Species of Special Concern" and "California Special Animal" are administrative designations made by the CDFW and carry no formal legal protection status. However, Section 15380 of the *State CEQA Guidelines* indicates that these species should be included in an analysis of project impacts if they can be shown to meet the criteria of sensitivity outlined therein.

Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) Online System[4] and the USFWS Critical Habitat Mapper[5] which present candidate, threatened, and endangered species; crucial habitat; national wildlife refuges; and/or migratory birds that occur within or near a defined search area. The USFWS listed species (candidate, threatened, and endangered), designated critical habitat, national wildlife refuge, and migratory bird information was searched using the USFWS IPaC system. The USFWS Critical Habitat Mapper was reviewed to determine whether critical habitat has been designated within or in the vicinity of the Buildout Area. In addition, the California Native Plant Society (CNPS) Rare Plant Program online edition Rare Plant Inventory was searched to determine the probability of additional listed plant species. Aerial photographs were also reviewed. Potential surface waters and wetland resources including riparian corridors were determined using the USFWS Wetlands Mapper online edition. Soil types were determined using the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey. Sensitive species known by LSA biologists to occur in the general area were also considered and the literature review also included review of the City of Cypress' Landmark Tree Map.

In addition, a general reconnaissance-level pedestrian field survey was performed on September 25, 2024, between the hours of 9:00 a.m. and 1:00 p.m. During this survey, observations on general site conditions, vegetation, and suitability of habitat for various special-status elements was observed. All plant and animal species observed or otherwise detected were also recorded.

4.4.3 Existing Environmental Setting

4.4.3.1 Vegetation

Vegetation communities and land covers within the Buildout Area consist of developed land cover, with the dominant vegetation types being ornamental and ruderal grassland with patches of herbaceous invasive species. Ruderal grassland areas were spread out throughout the developed land cover and not concentrated in any particular lot within the Buildout Area. The acreages of each vegetation community and land cover type occurring within the Buildout Area is provided below in **Table 4.4.A: Vegetation/Land Cover Classifications at the Buildout Area.**

Table 4.4.A: Vegetation/Land Cover Classifications at the Buildout Area

Vegetation Community/Land Cover	Buildout Area (acres)
Developed	106.47
Ornamental	19.43
Artificial Pond	8.10
Total	**134.00**

Source: Compilation from field survey conducted by LSA (September 25, 2024).

[4] United States Fish and Wildlife Service (USFWS). 2024a. Environmental Conservation Online System (ECOS). Information for Planning and Conservation (IPaC) Trust Resources Report. July 2019. Website: http://ecos. fws.gov/ecp/ (accessed March 2026).

[5] United States Fish and Wildlife Service (USFWS). 2024b. USFWS Critical Habitat Mapper. December 9. Website: http://ecos.fws.gov/crithab/ (accessed March 2026).

The following describes the vegetation and land cover types occurring within the Buildout Area using the Orange County Habitat Classification System (HCS) as articulated by Jones & Stokes Associates, Inc.[6]

Developed—Urban and Commercial. Developed sites consist of paved areas, buildings, and other areas that are cleared or graded for anthropogenic purposes. A majority of the Buildout Area (106.47 acres) consists of this land cover.

Ornamental Landscaping. Ornamental landscaping consists of introduced trees, shrubs, flowers, and turf grass. A strip of planted Ficus trees (*Ficus* sp.) exists along the LARC box office entrance. Additionally, the artificial ponds at the center of the race course are surrounded by Bermuda grass (*Cynodon dactylon*), California fan palms (*Washingtonia filifera*), and Mexican fan palms (*Washingtonia robusta*). Another area planted with Bermuda grass (*Cynodon dactylon*) is present to the far south of the Buildout Area.

Lakes, Reservoirs, and Basins (Artificial Pond). The central portion of the Buildout Area contains three constructed ponds. These ponds were excavated in dry land sometime between 1960 and 1966 (topographic maps). The western pond was created as part of the golf course that historically existed in the western portion of the Buildout Area. The western pond has wooden side walls with a small amount of emergent vegetation. At the time of the site visit the wooden wall was collapsed into the pond in two areas, thus limiting vegetation growth. It appears that the center pond and the eastern pond were created for aesthetics purposes. Both these ponds contained emergent vegetation such as yerba mansa (*Anemopsis californica)* and cattails (*Typha* sp.) along the edges of the pond during the September 2024 field survey. It is unknown how the ponds are replenished with water because no inlets or outlets were observed during the field survey.

4.4.3.1 Plant Species

As described above, the majority of the Buildout Area is developed and unvegetated, with the exception of ornamental landscaping located primarily within the racetrack infield and surrounding built structures. These landscaped areas contain a variety of trees and shrubs, including palms, figs, and turf grass. According to the City's Inventory of Landmark Trees, 26 Mexican fan palms (*Washingtonia robusta*) located within the racetrack infield are designated as Landmark Trees.

The reconnaissance-level biological survey conducted on September 25, 2024, documented 33 vascular plant species[7] within the Buildout Area. A total of 20 (59 percent) of these plant species represent non-native taxa, reflecting a high level of disturbance within the Buildout Area. None of these observed species were identified as special-status plants and no portion of the Buildout Area

[6] Jones & Stokes Associates, Inc. 1993. *Methods Used to Survey the Vegetation of Orange County Parks and Open Space Areas and The Irvine Company Property.* February 10. (JSA 92-032.) Sacramento. Prepared for the County of Orange, Environmental Management Agency, Environmental Planning Division, Santa Ana, California.

[7] A vascular plant is a plant that has a system of tubes inside it that helps move water, nutrients, and food throughout the plant. This system lets the plant grow tall and survive in many types of environments.

contains designated or proposed critical habitat for any federally listed plant species. A complete list of plant species identified on-site is provided in Appendix B of the BRA.

Additionally, according to current biological database records,[8] there are known occurrence records of 30 special-status plant species in the vicinity of the Buildout Area; however, none of these species are expected to occur within the Buildout Area due to the lack of suitable habitat and/or developed/maintained conditions within the Buildout Area. **Table 4.4.B: Summary of Potential Special-Status Species,** below, provides a tabular list of the special-status plant species known to occur within the Buildout Area and the immediate vicinity, their current status, their habitat and distribution, and their occurrence probability.

4.4.3.2 Wildlife

The development surrounding the Buildout Area and the lack of ground cover and suitable foraging habitat make the Buildout Area undesirable for many native wildlife species. During the field survey conducted on September 25, 2024, a total of 19 wildlife species were observed. The wildlife species observed or otherwise detected during the survey are consistent with those typically encountered in and around Orange County. A complete list of wildlife species identified within the Buildout Area is provided in Appendix B of the BRA.

Based on review of the current biological database records,[9] there are known occurrence records of 43 special-status wildlife species in the general vicinity of the Buildout Area. Of the 43 special-status wildlife species, 37 are not expected to occur within the Buildout Area due to the lack of suitable habitat and/or developed/maintained conditions within the Buildout Area. Although not observed during the field survey conducted on September 25, 2024, the following 6 special-status wildlife species identified from the CNDDB and IPaC records search could potentially occur within the Buildout Area:

- Monarch butterfly; wintering sites (*Danaus plexippus plexippus*; Federal Candidate [FC], California Special Animal [SA])
- Ferruginous hawk; wintering (*Buteo regalis*; [SA])
- Swainson's hawk; nesting (*Buteo swainsoni*; California State Threatened [ST])
- Western mastiff bat (*Eumops perotis californicus*; California Species of Special Concern [SSC])
- Western yellow bat (*Lasiurus xanthinus*; [SSC])
- Pocketed free-tailed bat (*Nyctinomops femorosaccus*; [SSC]).

[8] California Department of Fish and Wildlife (CDFW). 2024a. *State of California, Department of Fish and Wildlife Biogeographic Data Branch. California Natural Diversity Database (CNDDB)*. *RareFind 5 (Version 5.3.0).* Website: https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data (accessed March 2026).

[9] California Department of Fish and Wildlife (CDFW). 2024b. BIOS Habitat Connectivity Viewer (v6.24.1002). Website https://apps.wildlife.ca.gov/bios6/?bookmark=648 (accessed March 2026).

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability
PLANTS					
Abronia villosa var. *aurita* **Chaparral sand-verbena**	US: – CA: 1B	Sandy areas (generally flats and benches along washes) in chaparral and coastal sage scrub, and improbably in desert dunes or other sandy areas, below 1,600 meters (5,300 feet) elevation. In California, reported from Riverside, San Diego, Imperial, Los Angeles, and Ventura Counties. Believed extirpated from Orange County. Also reported from Arizona and Mexico (Baja California). Plants reported from desert communities are likely misidentified.	Blooms mostly March through August	HA	**Not Expected.** Suitable habitat (sandy areas in chaparral and coastal sage scrub) is absent from the Buildout Area. Additionally, no known occurrences have been documented within 5 miles of the Buildout Area (CNDDB).
Aphanisma blitoides **Aphanisma**	US: – CA: 1B	Sandy or clay soils on slopes or bluffs near the ocean, usually in coastal bluff scrub, coastal dunes, or coastal scrub, below 305 meters (1,000 feet) elevation. Known in California from Ventura, Santa Barbara, Los Angeles, Orange, and San Diego Counties. Also occurs in Mexico.	Blooms March through June (annual herb)	HA	**Not Expected.** Suitable habitat (sandy or clay soils on slopes or bluffs near the ocean) is absent from the Buildout Area. Additionally, no known occurrences have been documented within 5 miles of the Buildout Area (CNDDB).
Astragalus hornii var. *hornii* **Horn's milk-vetch**	US: – CA: 1B	Alkaline playas and lake margins from 60 to 850 meters (200 to 2,800 feet) elevation. In California, known only from Inyo and Kern Counties. Believed extirpated from San Bernardino County. Also occurs in Nevada.	Blooms May through October (annual herb)	HA	**Not Expected.** Suitable habitat (alkaline playas and lake margins) is absent from the Buildout Area**.** One historical record from 1896 documents an occurrence within the vicinity of the Buildout Area as the exact location is unknown, but it is noted as extirpated (CNDDB). Additionally, the Buildout Area is outside of the elevation range for this species.

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability
Astragalus pycnostachyus var. *lanosissimus* **Ventura marsh milk-vetch**	US: FE CA: SE/1B	Coastal salt marsh within reach of high tide or protected by barrier beaches, or more rarely near seeps on sandy bluffs, below 35 meters (120 feet) elevation. Known only from Santa Barbara and Ventura Counties. Believed extirpated from Los Angeles and Orange Counties.	Blooms June through October (perennial herb)	HA	**Not Expected.** Suitable habitat (coastal salt marsh) is absent from the Buildout Area**.** Additionally, no known occurrences have been documented within 5 miles of the Buildout Area (CNDDB).
Atriplex coulteri **Coulter's saltbush**	US: – CA: 1B	Alkaline or clay soils in ocean bluffs and ridge tops and alkaline low places in coastal bluff scrub, coastal dunes, coastal sage scrub, and valley and foothill grasslands below 460 meters (1,500 feet) elevation. In California, known only from Los Angeles, Orange, Santa Barbara, San Bernardino, San Luis Obispo, Ventura, and San Diego Counties. Also occurs in Mexico. Reports of this species from Riverside County are based on misidentification of Atriplex serenana ssp. davidsonii (The Vascular Plants of Western Riverside County, California. F.M. Roberts et al., 2004).	Blooms March through October	HA	**Not Expected.** Suitable habitat (alkaline or clay soils in ocean bluffs and ridge tops and alkaline low places in coastal bluff scrub, coastal dunes, coastal sage scrub, and valley and foothill grasslands) is absent from the Buildout Area. Additionally, no known occurrences have been documented within 5 miles of the Buildout Area (CNDDB).
Atriplex pacifica **South coast saltscale**	US: – CA: 1B	Alkali soils in coastal sage scrub, playas, coastal bluff scrub, coastal dunes, and chenopod scrub below 200 meters (600 feet) elevation, and perhaps formerly up to about 430 meters (1,400 feet) in Los Angeles County. In California, known from the Channel Islands and mainland Los Angeles, San Diego and Orange Counties. Also occurs in Mexico. Believed extirpated from Ventura County. Reports of this species from Riverside County are based on misidentification of Atriplex serenana ssp. davidsonii (The Vascular Plants of	Blooms March through October (annual herb)	HA	**Not Expected.** Suitable habitat (alkali soils in coastal sage scrub, playas, coastal bluff scrub, coastal dunes, and chenopod scrub) is absent from the Buildout Area. Additionally, no known occurrences have been documented within 5 miles of the Buildout Area (CNDDB).

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability
		Western Riverside County, California. F.M. Roberts et al., 2004).			
Atriplex parishii **Parish's brittlescale**	US: – CA: 1B	Alkali soils in meadows, vernal pools, chenopod scrub, and playas. Usually on drying alkali flats with fine soils. In California, known from Riverside and San Diego Counties. Also occurs in Mexico. Believed extirpated from Los Angeles, Orange, and San Bernardino Counties.	Blooms June through October (annual herb)	HA	**Not Expected.** Suitable habitat (alkali soils in meadows, vernal pools, chenopod scrub, and playas) is absent from the Buildout Area. One historic occurrence from 1881 is documented approximately 3.5 miles northeast of the Buildout Area (CNDDB).
Atriplex serenana var. davidsonii **Davidson's saltscale**	US: – CA: 1B	Alkaline soils in scrub and herbaceous communities from 10 to 460 meters (30 to 1,500 feet) elevation. In California, known only from Los Angeles, Orange, Riverside, San Diego, San Luis Obispo, and Ventura Counties. Believed extirpated from Santa Barbara and perhaps Los Angeles Counties. Also occurs in Mexico.	Blooms April through October (annual herb)	HA	**Not Expected.** Suitable habitat (alkaline soils in scrub and herbaceous communities) is absent from the Buildout Area. One historic occurrence from 1986 is documented approximately 4 miles south of the Buildout Area within Anaheim Bay (CNDDB).
Berberis nevinii **Nevin's barberry**	US: FE CA: SE/1B	Gravelly wash margins in alluvial scrub or coarse soils and rocky slopes in chaparral at 70 to 825 meters (220 to 2,700 feet) elevation. Known occurrences at higher elevations are planted (not natural). Known only from Los Angeles, San Bernardino, Riverside, and San Diego Counties, California.	Blooms March through June (evergreen shrub, survey year-round)	HA	**Not Expected.** Suitable habitat (gravelly wash margins in alluvial scrub or coarse soils and rocky slopes in chaparral) is absent from the Buildout Area. The Buildout Area is outside of the elevation range for this species.
Calochortus plummerae **Plummer's mariposa-lily**	US: – CA: 4	Rocky sites of granitic or alluvial material in valley and foothill grassland, coastal scrub, chaparral, cismontane woodland, and lower montane coniferous forest, at 100 to 1,700 meters (300 to 5,600 feet) elevation. Known from Riverside, San Bernardino, Orange, Los Angeles, and Ventura Counties, California. In the western Riverside County area, this species is known from the foothills of the	Blooms May through July (perennial herb)	HA	**Not Expected.** Suitable habitat (rocky sites of granitic or alluvial material in valley and foothill grassland, coastal scrub, chaparral, cismontane woodland, and lower montane coniferous forest) is absent from the Buildout Area. The Buildout Area is outside of the elevation range for this species.

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability
		San Bernardino Mountains, northeastern Santa Ana Mountains, Box Springs Mountains, and from the Lake Skinner area (*The Vascular Plants of Western Riverside County*, California. F.M. Roberts et al., 2004). Appears to intergrade with *Calochortus weedii* var. *intermedius,* which is mostly from Santa Ana Mountains eastward.			
Calochortus weedii var. intermedius **Intermediate mariposa-lily**	US: – CA: 1B	Dry, open rocky slopes and rock outcrops in chaparral, coastal sage scrub, and grassland, at 105 to 855 meters (340 to 2,800 feet) elevation. Known only from Los Angeles, Orange, Riverside, and San Bernardino Counties, California. In the western Riverside County area, this species is known from the hills and valleys west of Lake Skinner and Vail Lake (The Vascular Plants of Western Riverside County, California. F.M. Roberts et al., 2004). Appears to intergrade with *Calochortus plummerae*, which is mostly east and north of Santa Ana Mountains.	Blooms May through July (perennial herb)	HA	**Not Expected.** Suitable habitat (open rocky slopes and rock outcrops in chaparral, coastal sage scrub, and grassland) is absent from the Buildout Area. The Buildout Area is outside of the elevation range for this species.
Calystegia felix **Lucky morning-glory**	US: – CA: 1B	Wetland and marshy areas, sometimes alkaline, sometimes artificially watered, from 30 to 215 meters (100 to 700 feet) elevation. All of the known extant occurrences are associated with well-watered landscaping on recently completed industrial, commercial, and residential developments in the City of Chino within a historical area of artesian springs. Older collections are from areas that are now heavily urbanized areas (including one from South Los Angeles	Blooms March through September (annual or perennial rhizomatous herb)		**Not Expected.** Suitable habitat (wetland and marshy areas) is absent from the Buildout Area. One occurrence from 2014 is documented approximately 2 miles northwest of the Buildout Area within El Dorado Regional Park (CNDDB).

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability
		and another from Pico Rivera in Los Angeles County). Known to occur only in western San Bernardino County. Presumed extirpated from Riverside and Los Angeles Counties.			
Centromadia parryi ssp. australis **Southern tarplant**	US: – CA: 1B	In vernally wet areas such as edges of marshes and vernal pools, at edges of roads and trails, and in other areas of compacted, poorly drained, or alkaline soils where competition from other plants is limited, often due to disturbance, below 425 meters (1,400 feet) elevation. In California, known only from Santa Barbara, Ventura, Los Angeles, Orange and San Diego Counties. Also occurs in Mexico.	Blooms May through November (annual herb)	HP	**Not Expected.** Marginally suitable habitat may be present at the edges of the artificial ponds. However, this species blooms from May to November and was not observed during the September 2024 survey. Other compacted roads throughout the Buildout Area are considered unsuitable as they were devoid of vegetation and experience daily disturbance that prevents vegetation growth. There are 27 records of occurrence within the project vicinity. The closest occurrence is to the east of Enterprise Drive approximately 500 feet from the Buildout Area. The record is from 2013 and although it is noted as extant, the area is now entirely developed with housing since 2018 (CNDDB).
Chloropyron maritimum spp. *maritimum* **Salt marsh bird's-beak**	US: FE CA: SE/1B	Coastal dunes and salt marshes. In California, known from Los Angeles, Orange, Santa Barbara, San Bernardino, San Diego, San Luis Obispo, and Ventura Counties. Historical collections referred to this taxon from alkaline meadow in vicinity of San Bernardino Valley and from interior San Diego County are intermediate to C. maritimus ssp. canescens. Also occurs in Mexico.	Blooms May through October (annual herb)	HA	**Not Expected.** Suitable habitat (coastal dunes and salt marshes) is absent from the Buildout Area. One historical record from 1980 documents an occurrence approximately 1 mile north of the Buildout Area and is noted as possibly extirpated. Another historical occurrence from 1983 is documented approximately 3.8 miles southwest of the Buildout Area and presumed extant (CNDDB).

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability
Dudleya multicaulis **Many-stemmed dudleya**	US: – CA: 1B	Heavy, often clay soils or around granitic outcrops in chaparral, coastal sage scrub, and grassland below 790 meters (2,600 feet) elevation. Known only from Los Angeles, Orange, Riverside, San Bernardino, and San Diego Counties.	Blooms April through July (perennial herb)	HA	**Not Expected.** Suitable habitat (heavy, often clay soils or around granitic outcrops in chaparral, coastal sage scrub, and grassland) is absent from the Buildout Area. Additionally, no known occurrences have been documented within 5 miles of the Buildout Area (CNDDB).
Eryngium aristulatum var. *parishii* **San Diego button-celery**	US: FE CA: SE/1B	Vernal pools and similar mesic habitats in coastal scrub and grassland at 15 to 620 meters (50 to 2,000 feet) elevation. In California, known only from Los Angeles, Orange, Riverside and San Diego Counties. In Riverside County, this species is known only from the Santa Rosa Plateau. Also occurs in Mexico.	Blooms April through June (annual or perennial herb)	HA	**Not Expected.** Suitable habitat (vernal pools and similar mesic habitats in coastal scrub and grassland) is absent from the Buildout Area. Additionally, no known occurrences have been documented within 5 miles of the Buildout Area (CNDDB).
Helianthus nuttallii ssp. *parishii* **Los Angeles sunflower**	US: – CA: 1A	Marshes and swamps (coastal salt and freshwater) at 10 to 500 meters (30 to 1,600 feet) elevation. This species is historically known from Los Angeles, Orange and San Bernardino Counties, California. Last seen in 1937. **Possibly extinct.** Plants found in 2002 at Castaic Spring along the Santa Clara River in Los Angeles County were initially reported as possibly this taxon, but instead appear to be hybrids or evolutionary intermediates between *H. nuttallii* and *H. californicus*, based on chromosome counts and pollen morphology (*A Quantitative Analysis of Pollen Variation in Two Southern California Perennial* Helianthus *(Heliantheae: Asteraceae)*, J.M. Porter and N. Fraga, 2004).	Blooms August through October (perennial herb)	HA	**Not Expected.** Suitable habitat (marshes and swamps) is absent from the Buildout Area. Additionally, no known occurrences have been documented within 5 miles of the Buildout Area (CNDDB).

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability
Isocoma menziesii var. decumbens **Decumbent goldenbush**	US: – CA: 1B	Sandy soils, often in disturbed areas, in coastal scrub and chaparral from 10 to 135 meters (30 to 440 feet) elevation. Known from mainland Orange and San Diego Counties and from San Clemente and Santa Catalina Islands in California. Also occurs in Baja California.	Blooms April through November (shrub)	HA	**Not Expected.** Suitable habitat (sandy soils, often in disturbed areas, in coastal scrub and chaparral) is absent from the Buildout Area. Additionally, no known occurrences have been documented within 5 miles of the Buildout Area (CNDDB).
Lasthenia glabrata ssp. coulteri **Coulter's goldfields**	US: – CA: 1B	Vernal pools and alkaline soils in marshes, playas, and similar habitats below 1,220 meters (4,000 feet) elevation. Known from Colusa, Merced, Tulare, Orange, Riverside, Santa Barbara, San Diego, San Luis Obispo, Tehama, Ventura, and Yolo Counties. Believed extirpated from Kern, Los Angeles, and San Bernardino Counties, and possibly also from Tulare County. Also occurs in Mexico.	Blooms February through June (annual herb)	HA	**Not Expected.** Suitable habitat (vernal pools and alkaline soils in marshes, playas, and similar habitats) is absent from the Buildout Area. There are 11 records of occurrence within the project vicinity. The closest occurrence is directly to the east of the Buildout Area. The record is from 1937 and noted as possibly extirpated (CNDDB).
Nama stenocarpa **Mud nama**	US: – CA: 2B	Lake shores, riverbanks, and similar intermittently wet areas at 5 to 500 meters (20 to 1,600 feet) elevation. Known in California from San Diego, Orange, and Riverside Counties and from San Clemente Island. Believed extirpated from Los Angeles and Imperial Counties. Known also from Baja California and Arizona.	Blooms January through July (annual or perennial herb)	HA	**Not Expected.** Suitable habitat (lake shores, riverbanks, and similar intermittently wet areas) is absent from the Buildout Area. One historical record from 1932 documents an occurrence approximately 4 miles southwest of the Buildout Area within Anaheim Bay (CNDDB).
Nasturtium (Rorippa) gambelii **Gambel's watercress**	US: FE CA: ST/1B	Marshes from 5 to 330 meters (20 to 1,100 feet) elevation. Currently believed to occur in California only in Santa Barbara and San Luis Obispo Counties. There are historical records from Los Angeles, Orange, and San Bernardino Counties. A historical report from San Diego County likely constitutes a misidentification. Also occurs in Baja California.	Blooms April through September (perennial herb)	HA	**Not Expected.** Suitable habitat (marshes) is absent from the Buildout Area. Additionally, no known occurrences have been documented within 5 miles of the Buildout Area (CNDDB).

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability
Navarretia prostrata **Prostrate vernal pool navarretia**	US: – CA: 1B	Vernal pools, usually alkaline, from 15 to 1,210 meters (50 to 4,000 feet) elevation. Known only from Alameda, Fresno, Los Angeles, Merced, Monterey, Orange, Riverside, San Benito, San Diego, and San Luis Obispo Counties. Presumed extirpated from San Bernardino County.	Blooms April through July (annual herb)	HA	**Not Expected.** Suitable habitat (vernal pools) is absent from the Buildout Area. Additionally, no known occurrences have been documented within 5 miles of the Buildout Area (CNDDB).
Nemacaulis denudata var. *denudata* **Coast woolly-heads**	US: – CA: 1B	Sandy places such as coastal dunes below 100 meters (300 feet) elevation. Known in California from Orange, Los Angeles, and San Diego Counties. Believed extirpated from Santa Catalina Island. Also occurs in Mexico.	Blooms April through September (annual herb)	HA	**Not Expected.** Suitable habitat (sandy places) is absent from the Buildout Area. One historic occurrence from 1951 is documented approximately 4.5 miles southwest of the Buildout Area (CNDDB).
Orcuttia californica **California Orcutt grass**	US: FE CA: SE/1B	Vernal pools from 15 to 660 meters (50 to 2,200 feet) elevation. In California, known from Los Angeles, Ventura, Riverside, and San Diego Counties. Also occurs in Mexico.	Blooms April through August (annual grass)	HA	**Not Expected.** Suitable habitat (vernal pools) is absent from the Buildout Area. One historic occurrence is documented approximately 3 miles northwest of the Buildout Area (CNDDB). The date is not known for this occurrence but is believed to be prior to 1977 and it is noted as extirpated.
Pentachaeta lyonii **Lyon's pentachaeta**	US: FE CA: SE/1B	Clay soils in edges of openings in fire-adapted coastal sage scrub and chaparral on saddles between hills, on the tops of small knolls, or in flat areas at the base of slopes, particularly where soil crust results in less competition from annual grasses, from 30 to 630 meters (100 to 2,100 feet) elevation. Occurs only in the Santa Monica Mountains in eastern Ventura and western Los Angeles Counties and in the western Simi Hills in Ventura County. Based on historical records, it once occurred on the Palos Verdes Peninsula and on Santa Catalina	Blooms March through August (annual herb)	HA	**Not Expected.** Suitable habitat (clay soils) is absent from the Buildout Area. Additionally, no known occurrences have been documented within 5 miles of the Buildout Area (CNDDB).

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability
		Island, but has not been seen at these locations since 1910 and 1855, respectively, and is assumed to be extirpated from those areas.			
Phacelia stellaris **Brand's star phacelia**	US: – CA: 1B	Dunes and sandy openings in coastal scrub communities at 5 to 400 meters (20 to 1,300 feet) elevation. In western Riverside County, this species appears to be restricted to sandy washes and benches in alluvial floodplains. Known only from Los Angeles (believed extirpated), Riverside and San Diego Counties, California. The most recent record of this species from Los Angeles County was in 1943.	Blooms March through June (annual herb)	HA	**Not Expected.** Suitable habitat (dunes and sandy openings in coastal scrub communities) is absent from the Buildout Area. One historic occurrence from 1932 is documented approximately 1.3 miles southeast of the Buildout Area and is noted as possibly extirpated (CNDDB).
Sagittaria sanfordii **Sanford's arrowhead**	US: – CA: 1B	Marshes and swamps below 650 meters (2,100 feet) elevation. Occurs in standing or slow-moving fresh water (ponds, marshes, and ditches). Known only from Butte, Del Norte, El Dorado, Fresno, Merced, Mariposa, Placer, Sacramento, Shasta, San Joaquin, and Tehama Counties. Believed extirpated from Southern California.	Blooms May through October (perennial emergent herb)	HA	**Not Expected.** Suitable habitat (marshes and swamps) is absent from the Buildout Area. Additionally, no known occurrences have been documented within 5 miles of the Buildout Area (CNDDB).
Sidalcea neomexicana ***Salt Spring checkerbloom***	US: – CA: 2B	Alkaline springs and brackish marshes below 1,530 meters (5,000 feet) elevation. In California, known only from Kern, Orange, Riverside, San Bernardino, San Diego, and Ventura Counties. Believed extirpated from Los Angeles County. Also known from Arizona, New Mexico, Nevada, Utah, and Mexico.	Blooms March through June (perennial herb)	HA	**Not Expected.** Suitable habitat (alkaline springs and brackish marshes) is absent from the Buildout Area. One historical record from 1952 documents an occurrence approximately 1.2 miles southeast of the Buildout Area and is noted as extirpated. Another historical occurrence from 1934 is documented approximately 3.3 miles southwest of the Buildout Area and noted as possibly extirpated (CNDDB).

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability
Suaeda esteroa **Estuary seablite**	US: – CA: 1B	Coastal salt marshes below 5 meters (15 feet) elevation. Occurs along immediate coast from Santa Barbara County to Baja California.	Blooms May through October (January) (perennial herb)	HA	**Not Expected.** Suitable habitat (coastal salt marshes) is absent from the Buildout Area. There are 7 records of occurrence within 5 miles of the Buildout Area. The closest record is from 2014 and documents the occurrence approximately 4 miles southwest of the Buildout Area (CNDDB).
Symphyotrichum defoliatum **San Bernardino aster**	US: – CA: 1B	Vernally wet sites (such as ditches, streams, and springs) in many plant communities below 2,040 meters (6,700 feet) elevation. In California, known from Ventura, Kern, San Bernardino, Los Angeles, Orange, Riverside, and San Diego Counties. May also occur in San Luis Obispo County. In the western Riverside County area, this species is scarce, and documented only from Temescal and San Timoteo Canyons (*The Vascular Plants of Western Riverside County, California*. F.M. Roberts et al., 2004).	Blooms July through November (perennial herb)	HA	**Not Expected.** Suitable habitat (vernally wet sites) is absent from the Buildout Area. There are three known occurrences within 5 miles of the Buildout Area (CNDDB). One historical occurrence from 1932 is mapped approximately 3.7 miles southwest and is noted as extirpated. Another occurrence from 1932 is mapped approximately 4 miles southwest and is noted as extirpated. The last occurrence from 1933 documents an occurrence approximately 4.6 miles south that is noted as possibly extirpated.
INVERTEBRATES					
Bombus crotchii **Crotch bumble bee**	US: – CA: SC	Nectars on *Antirrhinum, Phacelia, Clarkia, Dendromecon, Eschscholzia,* and *Eriogonum* in coastal California east to the Sierra-Cascade crest and south into Mexico.	Spring and summer	HA	**Not Expected.** There were no food species identified within the Buildout Area that would be suitable for this species. One occurrence from 2020 is documented approximately 1.5 miles west of the Buildout Area within El Dorado Nature Center (CNDDB).

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability
Branchinecta sandiegonensis **San Diego fairy shrimp**	US: FE CA: SA	Small, shallow (usually less than 30 centimeters deep), relatively clear but unpredictable vernal pools on coastal terraces. Pools must retain water for a minimum of 13 days for this species to reproduce (3 to 8 days for hatching, and 10 to 20 days to reach reproductive maturity). Known from Orange and San Diego Counties, and Baja California.	Seasonally following rains in late fall, winter and spring	HA	**Not Expected.** Suitable habitat (vernal pools on coastal terraces) is absent from the Buildout Area. Additionally, no known occurrences have been documented within 5 miles of the Buildout Area (CNDDB).
Danaus plexippus plexippus pop. 1 (wintering sites) **Monarch butterfly (California overwintering populations)**	US: FC CA: SA	Winter roosts are located in wind-protected tree groves (Eucalyptus, Monterey Pine, Cypress) with nectar and water sources nearby.	September through March	HP	**Low.** Potentially suitable roosting habitat (*Eucalyptus* trees) is present within the Buildout Area, although wintering habitat is limited and there are no known wintering roost locations in the Buildout Area.
Euphydryas editha quino **Quino checkerspot butterfly**	US: FE CA: SA	Meadows or openings within coastal sage scrub or chaparral below about 5,000 feet where food plants (*Plantago erecta* and/or *Orthocarpus purpurascens*) are present. Historically known from Santa Monica Mountains to northwest Baja California; currently known only from southwestern Riverside County, southern San Diego County, and northern Baja California.	January through late April	HA	**Not Expected.** Suitable habitat (coastal sage scrub or chaparral) is absent from the Buildout Area. One occurrence from 1930 is documented approximately 4.5 miles northeast of the Buildout Area and noted as extirpated (CNDDB).
Streptocephalus woottoni **Riverside fairy shrimp**	US: FE CA: SA	Warm-water vernal pools (i.e., large, deep pools that retain water into the warm season) with low to moderate dissolved solids, in annual grassland areas interspersed through chaparral or coastal sage scrub vegetation. Suitable habitat includes some artificially created or enhanced pools, such as some stock	Seasonally following rains; typically, January through April	HA	**Not Expected.** Suitable habitat (vernal pools) is absent from the Buildout Area. Additionally, no known occurrences have been documented within 5 miles of the Buildout Area (CNDDB).

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability
		ponds, that have vernal pool like hydrology and vegetation. Known from areas within about 50 miles of the coast from Ventura County south to San Diego County and Baja California.			
FISH					
Oncorhynchus mykiss irideus plexippus pop. 10 **Steelhead - Southern California distinct population segment (DPS)**	US: FE CA: CE/SA	Federal listing refers to runs in coastal basins from the Santa Maria River, south to the southern extent of the range (presently considered to be Malibu Creek. Proposed rulemaking to extend southern portion of the range to San Mateo.	Year-round	HA	**Not Expected.** The artificial ponds are hydrologically isolated and do not allow for passage of native aquatic species. Additionally, no known occurrences have been documented within 5 miles of the Buildout Area (CNDDB).
AMPHIBIANS					
Spea hammondii **Western spadefoot**	US: – CA: SSC	Grasslands and occasionally hardwood woodlands; largely terrestrial but requires rain pools or other ponded water persisting at least three weeks for breeding; burrows in loose soils during dry season. Occurs in the Central Valley and adjacent foothills, the non-desert areas of southern California, and Baja California.	October through April (following onset of winter rains)	HA	**Not Expected.** Suitable habitat (grasslands and occasionally hardwood woodlands) is absent from the Buildout Area. One occurrence from 1952 is documented approximately 4 miles southeast of the Buildout Area and noted as possibly extirpated. Another occurrence from 1967 is documented approximately 4.5 miles southwest of the project and noted as possibly extirpated (CNDDB).
REPTILES					
Anniella stebbinsi **Southern California legless lizard**	US: – CA: SSC	Inhabits sandy or loose loamy soils with high moisture content under sparse vegetation in Southern California.	Nearly year round, at least in southern areas	HA	**Not Expected.** Suitable habitat (sandy or loose loamy soils with high moisture content under sparse vegetation) is absent from the Buildout Area. One occurrence from 1969 is documented approximately 1.5-mile northwest and is noted as extirpated (CNDDB).

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability
Aspidoscelis hyperythra **Orange-throated whiptail**	US: – CA: SA	Prefers washes and other sandy areas with patches of brush and rocks, in chaparral, coastal sage scrub, juniper woodland, and oak woodland from sea level to 915 meters (3,000 feet) elevation. Perennial plants required. Occurs in Riverside, Orange, San Diego Counties west of the crest of the Peninsular Ranges, in extreme southern San Bernardino County near Colton, and in Baja California.	March through July with reduced activity August through October	HA	**Not Expected.** Suitable habitat (washes and other sandy areas with patches of brush and rocks, in chaparral, coastal sage scrub, juniper woodland, and oak woodland) is absent from the Buildout Area.
Aspidoscelis tigris stejnegeri **Coastal western whiptail**	US: – CA: SSC	Woodlands, riparian areas, and sparsely vegetated areas in a wide variety of habitats including coastal sage scrub and sparse grassland. Occurs in valleys and foothills from Ventura County to Baja California.	April through August	HA	**Not Expected.** Suitable habitat (woodlands, riparian areas, and sparsely vegetated areas) is absent from the Buildout Area.
Emys marmorata **Western pond turtle**	US: FC CA: SSC	Inhabits permanent or nearly permanent water. Absent from desert regions, except in the Mojave Desert along the Mojave River and its tributaries. Requires basking sites such as partially submerged logs, rocks, or open mud banks.	Year-round with reduced activity November through March	HA	**Not Expected.** The three ponds were surveyed for turtle species; however, none were detected during the September 2024 survey. The artificial ponds are hydrologically isolated and do not allow for passage of native aquatic species. Additionally, no known occurrences have been documented within 5 miles of the Buildout Area (CNDDB).
Phrynosoma blainvillii (coronatum) **Coast horned lizard**	US: – CA: SSC	Primarily in sandy soil in open areas, especially washes and floodplains, in many plant communities. Requires open areas for sunning, bushes for cover, patches of loose soil for burial, and an abundant supply of ants or other insects. Occurs west of the deserts from northern Baja California north to Shasta County	April through July with reduced activity August through October	HA	**Not Expected.** Suitable habitat sandy soil in open areas) is absent from the Buildout Area. Four occurrences are documented within 5 miles of the Buildout Area (CNDDB). One occurrence from 1957 is documented approximately 4 miles northwest and noted as possibly extirpated. Another

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability
		below 2,400 meters (8,000 feet) elevation.			occurrence from 1951 is documented approximately 1.5 miles west and noted as possibly extirpated. The other two occurrences both occur approximately 2.4 miles southwest, one is from 1961 and another is from 1952, and they are both noted as possibly extirpated.
Thamnophis sirtalis pop. 1 **South coast gartersnake**	US: – CA: SSC	Southern California coastal plain from Ventura County to San Diego County, and from sea level to about 2,800 feet. Believed to be restricted to marsh and upland habitats near permanent water that have good strips of riparian vegetation.	Diurnal Year-round	HA	**Not Expected.** Suitable habitat (marsh and upland habitats with riparian vegetation) is absent from the Buildout Area.
BIRDS					
Agelaius tricolor (nesting colony) **Tricolored blackbird**	US: – CA: ST/SSC (breeding)	Open country. Forages in grassland and cropland habitats. Nests in large groups near fresh water, preferably in emergent wetland with tall, dense cattails or tules, but also in thickets of willow, blackberry, wild rose, or tall herbs. Seeks cover for roosting in emergent wetland vegetation, especially cattails and tules, and also in trees and shrubs. Occurs in western Oregon, California, and northwestern Baja California.	Year-round	HA	**Not Expected.** Suitable habitat (open country) is absent from the Buildout Area.
Aimophila ruficeps canescens **Southern California rufous-crowned sparrow**	US: – CA: SA	Steep, rocky coastal sage scrub and open chaparral habitats, particularly scrubby areas mixed with grasslands. From Santa Barbara County to northwestern Baja California.	Year-round, diurnal activity	HA	**Not Expected.** Suitable habitat (steep, rocky coastal sage scrub and open chaparral habitats) is absent from the Buildout Area.

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability
Ammodramus savannarum (nesting) **Grasshopper sparrow**	US: – CA: SSC (breeding)	Grasslands, agricultural fields, prairie, old fields and open savanna. Uncommon and very local summer resident on grassy slopes and mesas west of the deserts. Only rarely in migration and in winter. Coastal Southern California.	March through September; also, in winter along the southern California coast	HA	**Not Expected.** Suitable habitat (Grasslands, agricultural fields, prairie, old fields and open savanna) is absent from the Buildout Area. This sparrow depends on native grasslands; the Bermuda grass that is regularly trimmed within the Buildout Area is considered unsuitable. Additionally, no known occurrences have been documented within 5 miles of the Buildout Area (CNDDB).
Athene cunicularia (burrow sites) **Burrowing owl**	US: – CA: SSC (breeding)/SC	Open country in much of North and South America. Usually occupies ground squirrel burrows in open, dry grasslands, agricultural and range lands, railroad rights-of-way, and margins of highways, golf courses, and airports. Often utilizes man-made structures, such as earthen berms, cement culverts, cement, asphalt, rock, or wood debris piles. They avoid thick, tall vegetation, brush, and trees, but may occur in areas where brush or tree cover is less than 30 percent.	Year-round	HA	**Not Expected.** Suitable habitat (open country) is absent from the Buildout Area. One occurrence from 1983 is documented approximately 3 miles south of the Buildout Area within the Seal Beach Naval Weapons Station. Another occurrence from 1981 is documented approximately 4 miles southwest of the Buildout Area in the vicinity of Seal Beach (CNDDB). This species is well studied on the coast and immediate inland areas of Orange County. The Weapons Station and Wildlife Refuge offer much better habitat nearby.
Buteo regalis (wintering) **Ferruginous hawk**	US: – CA: SA	Forages in open fields, grasslands and agricultural areas, sagebrush flats, desert scrub, fringes of pinyon-juniper habitats, and other open country in western North America. Not known to breed in California.	Mid-September through mid-April	HP	**Low.** Suitable foraging habitat is present throughout the Buildout Area. One occurrence from 1997 is documented approximately 1 mile southwest of the Buildout Area within the Los Alamitos Armed Forces Reserve Center (CNDDB).

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability
Buteo swainsoni (nesting) **Swainson's hawk**	US: – CA: ST	Open desert, grassland, or cropland containing scattered, large trees or small groves. Breeds in stands with few trees in juniper-sage flats, riparian areas, and in oak savannah in the Central Valley. Forages in adjacent grasslands or suitable grain or alfalfa fields, or livestock pastures. Breeds and nests in western North America; winters in South America. Uncommon breeding resident and migrant in the Central Valley, Klamath Basin, Northeastern Plateau, Lassen County, and Mojave Desert. Very limited breeding reported from Lanfair Valley, Owens Valley, Fish Lake Valley, and Antelope Valley. In Southern California, now mostly limited to spring and fall transient. Formerly abundant in California with wider breeding range.	Spring and fall (in migration)	HA	**Low.** The Buildout Area may offer suitable foraging habitat; however, no suitable trees in juniper-sage flats, riparian areas, or oak savannah are present to support breeding. One occurrence from 2019 documents a breeding pair approximately 2.3 miles south of the Buildout Area to the south of Interstate 405 (CNDDB).
Campylorhynchus brunneicapillus sandiegensis **Coastal cactus wren**	US: – CA: SSC (year round)	Inhabits coastal sage scrub, nesting almost exclusively in thickets of cholla (*Opuntia prolifera*) and prickly pear (*Opuntia littoralis* and *Opuntia oricola*), typically below 150 meters (500 feet) elevation. Found in coastal areas of Orange County and San Diego Counties, and extreme northwestern Baja California, Mexico.	Year-round (non-migratory)	HA	**Not Expected.** Suitable habitat (coastal sage scrub, cholla, and prickly pear) is absent from the Buildout Area.
Charadrius alexandrinus nivosus (nesting) **Western snowy plover**	US: FT (coastal population)	Sandy coastal beaches, lakes, alkaline playas. Scattered locations along coastal California and Channel Islands, inland at Salton Sea and at various alkaline lakes.	Coast: Year-round Inland lakes: April through September	HA	**Not Expected.** Suitable habitat (sandy coastal beaches, lakes, alkaline playas) is absent from the Buildout Area.

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability
Coccyzus americanus occidentalis (nesting) **Western yellow-billed cuckoo**	US: FT CA: SE	Breeds and nests in extensive stands of dense cottonwood/willow riparian forest along broad, lower flood bottoms of larger river systems at scattered locales in western North America; winters in South America.		HA	**Not Expected.** Suitable habitat (dense cottonwood and willow riparian forest) is absent from the Buildout Area. One historical occurrence from 1912 is documented within the San Gabriel River approximately 4 miles northwest of the Buildout Area and is noted as being extirpated (CNDDB)
Coturnicops noveboracensis **Yellow rail**	US: – CA: SSC	Inhabits freshwater marshes, as a very local breeder in the northeastern interior of California and as a winter visitor (early October to mid-April) on the coast and in the Suisun Marsh region.	Year-round	HA	**Not Expected.** Suitable habitat (freshwater marshes) is absent from the Buildout Area.
Elanus leucurus (nesting) **White-tailed kite**	US: – CA: CFP	Typically nests in riparian trees such as oaks, willows, and cottonwoods at low elevations. Forages in open country. Found in South America and in southern areas and along the western coast of North America.	Year-round	HA	**Not Expected.** Suitable habitat (riparian trees and open country) is absent from the Buildout Area.
Icteria virens (nesting) **Yellow-breasted chat**	US: – CA: SSC	Riparian thickets of willow, brushy tangles near watercourses. Nests in riparian woodland throughout much of western North America. Winters in Central America.	April through September	HA	**Not Expected.** Suitable habitat (riparian thickets) is absent from the Buildout Area.
Laterallus jamaicensis coturniculus **California black rail**	US: – CA: ST/CFP	Requires shallow water in salt marshes, freshwater marshes, wet meadows, or flooded grassy vegetation. Prefers areas of moist soil vegetated by fine-stemmed emergent plants, rushes, grasses, or sedges, with scattered small pools. Known from coastal California, northwestern Baja California, the lower Imperial Valley, and the lower Colorado River of Arizona and California. Now extirpated from virtually all of coastal Southern California.	Year-round	HA	**Not Expected.** Suitable habitat (shallow water in salt marshes, freshwater marshes, wet meadows, or flooded grassy vegetation) is absent from the Buildout Area.

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability
Pandion haliaetus (nesting) **Osprey**	US: – CA: SA	Eats mostly live fish caught in shallow water. Occurs along coasts and at inland water bodies throughout much of the Americas. In California, winters in many areas but breeds primarily in the northern part of the state.	Non-breeding season in Southern California	HA	**Not Expected.** Suitable tall trees for nesting with nearby foraging habitat (coasts and at inland water bodies) is absent from the Buildout Area. Artificial ponds within the Buildout Area do not provide suitable habitat to support this species.
Passerculus sandwichensis beldingi **Belding's Savannah sparrow**	US: – CA: SE	Resident in salt marshes, with rare exception (e.g., Islas Todos Santos, Baja California), of Pacific Coast from Santa Barbara County to Baja California.	Year-round	HA	**Not Expected.** Suitable habitat (salt marshes) is absent from the Buildout Area. There are two known occurrences approximately 4 miles southwest of the Buildout Area (CNDDB). One occurrence from 2008 is documented in Los Cerritos Wetlands and another from 2012 is document within the Seal Beach National Wildlife Refuge.
Polioptila californica californica **Coastal California gnatcatcher**	US: FT CA: SSC	Inhabits coastal sage scrub in low-lying foothills and valleys up to about 500 meters (1,640 feet) elevation in cismontane southwestern California and Baja California.	Year-round	HA	**Not Expected.** Suitable habitat (coastal sage scrub) is absent from the Buildout Area.
Rallus obsoletus levipes **Light-footed Ridgeway's rail**	US: FE CA: SE/CFP	Found in salt marshes traversed by tidal sloughs, where cordgrass and pickleweed are the dominant vegetation. Requires dense growth of either pickleweed or cordgrass for nesting or escape cover; feeds on mollusks and crustaceans.	Year-round, vocalizes at night, dawn, and dusk	HA	**Not Expected.** Suitable habitat (salt marshes) is absent from the Buildout Area. The closest known occurrence is from 2012 approximately 4 miles southwest of the Buildout Area within the Seal Beach National Wildlife Refuge (CNDDB).
Riparia riparia (nesting) **Bank swallow**	US: – CA: ST	Nesting habitat is vertical banks of fine textured soils, most commonly along streams and rivers. In Southern California, fairly common spring and fall transient in interior; very uncommon spring transient and rare fall transient along coast. Casual in winter.	Variable Year-round	HA	**Not Expected.** Suitable habitat (vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean) is absent from the Buildout Area.

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability
Rynchops niger (nesting colony) **Black skimmer**	US: – CA: SSC (breeding)	Casual inland; nests and breeds in coastal beach, sandbar, shell bank, island, salt marsh and locally on gravel rooftops. Associates with terns, gulls, plovers.	Year-round diurnal activity	HA	**Not Expected.** Suitable habitat (coastal beach, sandbar, shell bank, island, salt marsh) is absent from the Buildout Area.
Setophagia petechia (nesting) **Yellow warbler**	US: – CA: SSC (breeding)	Riparian woodland while nesting in the western U.S. and northwestern Baja California; more widespread in brushy areas and woodlands during migration. Occurs from western Mexico to northern South America in winter. Migrants are widespread and common. Three subspecies breed in California: *morcomi, brewsteri,* and *sonorana.* (Sonoran yellow warbler nests along the Colorado River.)	Summer, winter, or Year-round, depending on locale	HA	**Not Expected.** Suitable habitat (riparian woodland) is absent from the Buildout Area.
Sternula antillarum browni (nesting colony) **California least tern**	US: FE CA: SE/CFP	Nests along the coast from San Francisco Bay south to northern Baja California. Forages in shallow water. Colonial breeder on bare or sparsely vegetated, flat substrates, sand beaches, alkali flats, landfills, or paved areas.	April through October	HA	**Not Expected.** Suitable habitat (coastal areas with sandy beaches) is absent from the Buildout Area. There are three known occurrences approximately 5 miles southwest of the Buildout Area (CNDDB). One historical occurrence from 1904 is mapped in the vicinity of Seal Beach and is now believed extirpated. Another occurrence from 1980 documents a site that was historically used for nesting from 1970 to 1980 and is now extirpated. The last occurrence from 2016 documents another historical nest site that is still extant within the Seal Beach National Wildlife Refuge.

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability
Vireo bellii pusillus **Least Bell's vireo**	US: FE CA: SE	Riparian forests and willow thickets. The most critical structural component of Least Bell's Vireo habitat in California is a dense shrub layer 2 to 10 feet (0.6–3.0 meter) above ground. Willows usually dominant. Nests from central California to northern Baja California. Winters in southern Baja California.	April through September	HA	**Not Expected.** Suitable habitat (riparian forests and willow thickets) is absent from the Buildout Area. One historical record from 1900 was documented 2.8 miles north of the Buildout Area and is noted as being extirpated (CNDDB).
MAMMALS					
Sorex ornatus salicornicus **Southern California saltmarsh shrew**	US: – CA: SSC	Coastal marshes with dense vegetation and woody debris for cover. Known only from Los Angeles, Ventura, and Orange Counties.	Year-round, mostly nocturnal	HA	**Not Expected.** Suitable habitat (coastal marshes) is absent from the Buildout Area. One historical record from 1968 occurs 3.8 miles southwest of the Buildout Area within the Seal Beach Naval Weapons Station (CNDDB).
Eumops perotis californicus **Western mastiff bat**	US: – CA: SSC	Occurs in many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc.; roosts in crevices in vertical cliff faces, high buildings, and tunnels, and travels widely when foraging.	Year-round; nocturnal	HP	**Moderate.** Suitable roosting and foraging habitat are present in the Buildout Area and project vicinity. However, there is a lack of records of this species in the project vicinity. The closest known occurrence is from 1990 approximately 3.6 mile northeast from the Buildout Area (CNDDB).
Lasiurus xanthinus **Western yellow bat**	US: – CA: SSC	Found mostly in desert and desert riparian areas of the southwest US, but also expanding its range with the increased usage of native and non-native ornamental palms in landscaping. Individuals typically roost amid dead fronds of palms in desert oases, but have also been documented roosting in cottonwood trees. Forage over many habitats.	Year-round; nocturnal	HP	**Moderate.** Suitable roosting and foraging habitat are present in the Buildout Area and project vicinity. However, there is a lack of records of this species in the project vicinity. The closest known occurrence is from 1990 approximately 0.85 mile southeast of the Buildout Area (CNDDB).

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability
Nyctinomops femorosaccus **Pocketed free-tailed bat**	US: – CA: SSC	Usually associated with cliffs, rock outcrops, or slopes. May roost in buildings (including roof tiles) or caves. Rare in California, where it is found in Riverside, San Diego, Imperial, and possibly Los Angeles Counties. More common in Mexico.	Year-round; nocturnal	HP	**Low.** Suitable roosting and foraging habitat are present in the Buildout Area and project vicinity. However, there is a lack of records of this species in the project vicinity. The closest known occurrence is from 1989 approximately 10 miles northeast of the Buildout Area (CNDDB).
Nyctinomops macrotis **Big free-tailed bat**	US: – CA: SSC	Inhabits rugged, rocky canyon country in southwestern United States. Found from northern South America and the Caribbean Islands northward to the western United States. In the southwestern U.S., populations appear to be scattered.	Probably year-round	HA	**Not Expected.** Suitable habitat (rugged, rocky canyon country) is absent from the Buildout Area.
Microtus californicus stephensi **South coast marsh vole**	US: – CA: SSC	Inhabits tidal marshes in Los Angeles, Orange, and southern Ventura counties.	Year-round	HA	**Not Expected.** Suitable habitat (tidal marshes) is absent from the Buildout Area**.** One historical record from 1988 occurs 3.75 miles southwest of the Buildout Area within the Seal Beach Wildlife Refuge (CNDDB).
Perognathus longimembris pacificus **Pacific pocket mouse**	US: FE CA: SSC	Historically occupied open habitats on sandy soils along the coast from Los Angeles to the Mexican border. Now known from only four sites in Orange and San Diego Counties.	April through September	HA	**Not Expected.** Suitable habitat (open habitats on sandy soils) is absent from the Buildout Area. Additionally, no known occurrences have been documented within 5 miles of the Buildout Area (CNDDB).
Taxidea taxus **American badger**	US: – CA: SSC	Primary habitat requirements seem to be sufficient food and friable soils in relatively open uncultivated ground in grasslands, woodlands, and desert. Widely distributed in North America.	Year-round	HA	**Not Expected.** Suitable habitat (open uncultivated ground in grasslands, woodlands, and desert) is absent from the Buildout Area. Additionally, no known occurrences have been documented within 5 miles of the Buildout Area (CNDDB).

Table 4.4.B: Summary of Potential Special-Status Species

Species	Status	Habitat and Distribution	Activity Period	Habitat Present/Absent	Occurrence Probability

Sources: California Natural Diversity Database (CDFW 2024a); Biogeographic Information and Observation System (CDFW 2024b); and Information for Planning and Consultation (IPaC) database (USFWS 2024a).

US: Federal Classifications
FT = Listed as threatened
FE = Listed as endangered
FC= Federal Candidate for Listing

CA: State Classifications
SE = Listed as endangered
ST = Listed as threatened
SC = State Candidate for Listing
CFP = California Fully Protected
SSC = Species of Special Concern. Refers to animals with vulnerable or seriously declining populations.
SA = Special Animal. Refers to any other animal monitored by the Natural Diversity Database, regardless of its legal or rarity status.

CNPS Designations
1A = Plants presumed extinct in California and rare/extinct elsewhere
1B.1 = Rare threatened, or endangered in California and elsewhere
1B.2 = Plants rare, threatened, or endangered in California and elsewhere; fairly threatened in California
1B.3 = Plants rare, threatened, or endangered in California and elsewhere; not very threatened in California
2B.2 = Plants rare, threatened, or endangered in California, but more common elsewhere; fairly threatened in California
4.3 = Plants of limited distribution; not very threatened in California

CA = California
CDFW = California Department of Fish and Wildlife
CNDDB = California Natural Diversity Database

Western mastiff bat and western yellow bat have a moderate potential to occur within the Buildout Area, while the other four species have a low potential to occur within the Buildout Area. In addition, the Buildout Area is not within designated or proposed critical habitat for any federally listed species.

Table 4.4.B provides a tabular list of the 43 species-status wildlife species known to occur within the Buildout Area and the immediate vicinity, their current status, their habitat and distribution, and their occurrence probability.

During the field survey, 18 bird species were observed. While only these 18 bird species were documented, the Buildout Area provides suitable habitat for additional bird species that may not have been detected. For example, palm trees near the three ponds on Lots 3, 4, 6, and 7 of proposed Vesting Tentative Tract Map (VTTM) 19247 may serve as potential rookery sites for colonial waterbirds such as the great blue heron (*Ardea herodias*). At the time of the survey, no active rookeries or other special breeding sites for birds were observed, likely due to regular trimming of trees in and around the Buildout Area.

Bats. Western mastiff bat and western yellow bat have a moderate potential to occur within the Buildout Area, however neither of these two species are State or federally listed. While western yellow bat is typically associated with desert and desert riparian habitats, its range has continued to expand into sheltering in palms used in landscaping. Based on Buildout Area conditions, it was determined that the western mastiff bat may use the Buildout Area to forage and roost due to suitable structures being present on-site. The Buildout Area contains palms for roosting and foraging opportunities over the Buildout Area. Other ornamental tree species within the Buildout Area could provide habitat to native bats in the form of foliage, bark, or cavity roosts. Bats breed in late spring/early summer (April–August), with foliage-dwelling species utilizing peeling bark, thick clumps of leaves, or cavities in trees often alone or in small maternity colonies. While roosting bats were not observed during the field survey conducted on September 25, 2024, the survey was conducted during daylight hours, while bats are nocturnal and typically inactive during this time.

4.4.3.3 Natural Communities

The CNDDB search identified occurrences of one special-status natural (i.e., plant) community within 5 miles of the Buildout Area: Southern Coastal Salt Marsh. Southern Coastal Salt Marsh was identified from the CNDDB as occurring near Alamitos Bay and another occurrence in Anaheim Bay. Both of these occurrences are historical and are presumed extant. No salt marsh habitat exists within the Buildout Area.

4.4.3.4 Jurisdictional Waters

There is one existing drainage feature, one existing detention basin, and three existing artificial ponds within the Buildout Area. The three artificial ponds are located on Lots 3, 4, 6, and 7 of proposed VTTM 19247, the detention basin is located on Lots 2 and 3, and the drainage feature is located on Lot 3, all within the Buildout Area. Although a formal jurisdictional delineation was not conducted as part of the BRA, the preliminary results of these drainage features and detention basins are discussed below.

The single drainage feature located on Lot 3 originates from a culvert beneath the internal road just northwest of a parking lot. This drainage is an ephemeral, earthen bottom drainage created to carry stormwater. Stormwater flows appear to travel westward underground toward Lexington Drive. Sparse ruderal vegetation was observed within this drainage. This drainage may connect to Coyote Creek, which is tributary to the San Gabriel River and ultimately flows into the Pacific Ocean.

The detention basin on Lots 2 and 3 was observed during the field survey and is considered a manmade basin created to capture flows. The detention basin is located adjacent to the horse barns (Lot 2 and 3), is entirely lined with polyethylene and bordered by a chain-link fence. It appears to divert accumulated water into the adjacent drainage that terminates into an underground drain system. It is currently unknown where the storm system takes these flows.

The three artificial ponds on Lots 3, 4, 6, and 7 are manmade and thus, hydrologically isolated. The ponds contain hydrophytic vegetation along portions of their shoreline, including species that could be considered wetland indicators.

All of these aquatic features were constructed in previously graded or developed areas and do not represent natural stream channels, wetlands, or riparian systems. Their primary functions are aesthetic or related to stormwater conveyance and retention.

4.4.4 Regulatory Setting

This section includes federal, State, regional, and City regulations relevant to biological resources.

4.4.4.1 Federal Regulations

Clean Water Act, Section 404. The United States Army Corps of Engineers (USACE) regulates discharges of dredged or fill material into waters of the United States. These waters include wetlands and non-wetland bodies of water that meet specific criteria, including a direct or indirect connection to interstate commerce. The USACE regulatory jurisdiction pursuant to Section 404 of the federal Clean Water Act (CWA) is founded on a connection, or nexus, between the waterbody in question and interstate commerce. This connection may be direct (through a tributary system linking a stream channel with traditional navigable waters used in interstate or foreign commerce), or it may be indirect (through a nexus identified in the USACE regulations). To be considered a jurisdictional wetland under Section 404, an area must possess three wetland characteristics, each with its unique set of mandatory criteria: hydrophytic vegetation, hydric soils, and wetland hydrology.

United States Endangered Species Act. The USFWS, pursuant to the Federal Endangered Species Act (FESA), protects endangered and threatened species. FESA defines an endangered species as a species in danger of extinction throughout all or a significant part of its range and a threatened species as one that is likely to become endangered in the foreseeable future. USFWS also identifies species proposed for listing as endangered or threatened. Other than for federal actions, there is no formal protection for candidate species under FESA. However, consultation with USFWS regarding species proposed for listing can prevent project delays that could occur if a species is listed prior to project completion.

Migratory Bird Treaty Act. The federal Migratory Bird Treaty Act (MBTA) governs the take, possession, import, export, transport, selling, purchasing, or bartering of migratory birds and their eggs, parts, and nests. Section 704 of the MBTA states that the Secretary of the Interior is authorized and directed to determine if, and by what means, the take of migratory birds should be allowed and to adopt suitable regulations permitting and governing take while ensuring that take is compatible with protection of the species. Most bird species are protected under the MBTA.

4.4.4.2 State Regulations

Regional Water Quality Control Board. The Regional Water Quality Control Board (RWQCB) is responsible for the administration of Section 401 of the CWA. Typically, the areas subject to jurisdiction of the RWQCB coincide with those of the USACE (i.e., waters of the United States, including any wetlands). The RWQCB may also assert authority over "waters of the State" under waste discharge requirements pursuant to the Porter-Cologne Water Quality Control Act. All jurisdictional areas are ultimately subject to resource agency determination.

California Fish and Game Code, Sections 1600 through 1616. Sections 1600 through 1616 of the California Fish and Game Code (CFGC), regulates alterations to lakes, rivers, and streams (defined by the presence of a channel bed and banks with at least an intermittent flow of water) where fish or wildlife resources may be adversely affected.

California Fish and Game Code, Sections 1900 through 1913, Native Plant Protection Act. Sections 1900 through 1913 of the CFGC directs the CDFW to carry out the Legislature's intent to "… preserve, protect and enhance endangered or rare native plants of this state." The NPPA gives the California Fish and Game Commission the power to designate native plants as "endangered" or "rare" and protect endangered and rare plants from take.

California Fish and Game Code, Sections 3503 and 3513, Nesting Birds and Raptors. Various sections of the CFGC provide protection to nesting birds, birds of prey, and species protected under the MBTA. Section 3503 of the CFGC prohibits the destruction of the nest or eggs of any bird as otherwise provided for in the CGFC. Section 3503.5 specifically extends this protection to the nests or eggs of any bird of prey (species of the Orders *Falconiformes* [falcons, hawks, eagles, ospreys] *or Strigiformes* [owls]). The unlawful take, sale, or purchase (whole or in part) of any aigrette or egret, osprey, bird of paradise, goura, or numidi is prohibited under Section 3505. Section 3513 prohibits the unlawful to take or possession of any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

California Fish and Game Code, Section 4150. Section 4150 of the CFGC protects nongame mammals, which are defined as any naturally occurring mammal in California that is not a game mammal, fully protected mammal, or fur-bearing mammal. Non-game mammals, which includes bats, bat roosts, and maternity colonies, may not be taken or possessed except as provided by the CFGC or in accordance with applicable regulations.

California Endangered Species Act. The CDFW, through provisions of the California Administrative Code and policies formulated by the California Fish and Game Commission, regulates plant and

animal species in danger of, or threatened with, extinction based on the list of endangered, threatened, and candidate species developed by the Fish and Game Commission. Endangered species are native species or subspecies of plants and animals that are in serious danger of becoming extinct throughout all or a significant part of their range. Threatened species are those species that, although not presently threatened with extinction, are likely to become endangered in the foreseeable future without special protection and management. Candidate species are species that the Fish and Game Commission has formally noticed as being under review for addition to the list of endangered or threatened species or as a species proposed for listing.

California Environmental Quality Act. Section 15380(b) of the *State CEQA Guidelines* provides that a species not listed on the Federal or State lists of protected species may be considered rare or endangered if the species can be shown to meet specified criteria. These criteria have been modeled after the definitions in FESA and CESA and § 2780–2781 of Article 1 of the CFGC dealing with the California Wildlife Protection Act of 1990. This section was included in the guidelines primarily to deal with situations in which a public agency is reviewing a project that may have a significant effect on a species that has not yet been listed by either the USFWS or CDFW.

4.4.4.3 Regional Regulations

There are no regional regulations applicable to the proposed project.

4.4.4.4 Local Regulations

City of Cypress General Plan Conservation/Open Space/Recreation Element. The City of Cypress General Plan identifies goals and policies related to biological resources. Goal COSR-2 in the Conservation/Open Space/Recreation Element (2000) of the City's General Plan addresses biological resources. The following goals and policies apply to the proposed project:

COSR-2	Preserve the few remaining native plant and animal species, as well as the non-native plants, utilized in landscaping throughout the City.
COSR-2.1	Enforce the Landmark Tree Ordinance that prohibits destroying or pruning landmark trees without a permit.
COSR-2.2	Prohibit the construction of any structure within 30 feet of any landmark tree.
COSR-2.3	Provide for the consistent use of street trees along all sidewalks and property frontages.
COSR-2.4	Provide the opportunity to continue using land for agricultural crops as an interim use prior to further development.

The Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan). The Cypress Town Center and Commons Specific Plan 3.0 contains the following provisions related to biological resources, which supersede the City's Landmark Tree Ordinance, as codified in Sections 17-17 through 17-27 of the City's Municipal Code:

- **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-inch 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.

4.4.5 Thresholds of Significance

The thresholds of significance for impacts to biological resources used in this analysis are consistent with Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project may be deemed to have a significant impact with respect to biological resources if it would:

Threshold 4.4.1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service;

Threshold 4.4.2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service;

Threshold 4.4.3: Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;

Threshold 4.4.4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;

Threshold 4.4.5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or

Threshold 4.4.6: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.4.6 Project Impacts

Threshold 4.4.1: **Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?**

***Less Than Significant Impact*.** The Buildout Area is located within an urban fully developed area in the City. Existing development within the Buildout Area includes horse racing and training facilities such as a racetrack, grandstand, clubhouse, over 40 barns, parking areas, and maintenance structures on the LARC Property; the former Cypress Golf Course, which is now partially used as a maintenance yard and church; and the Grace Church property, which contains a church, small school, open space, and parking areas used for religious and community activities.

Habitats and Vegetation Communities. As discussed in Section 4.4.3, Existing Environmental Setting, the Buildout Area primarily consists of developed land cover. The dominant vegetation within this vegetation community includes ornamental landscaping and ruderal grassland with patches of herbaceous invasive species. Other vegetation communities within the Buildout Area include ornamental landscaping and artificial ponds. The ornamental landscaping community consists of introduced trees, shrubs, flowers, and turf grass, and is located throughout the Buildout Area, particularly within the racetrack infield and around existing structures. These areas are regularly maintained and include species such as *Ficus* trees, palms, and Bermuda grass, which provide limited ecological value due to their non-native composition and the high level of human disturbance. The central portion of the Buildout Area also includes three constructed artificial ponds. These ponds were excavated in upland areas and are surrounded by ornamental vegetation, including Bermuda grass and ornamental palms. Although some emergent vegetation such as yerba mansa (*Anemopsis californica*) and cattails (*Typha spp*.) was observed along portions of the pond margins during the September 2024 biological survey, the ponds are hydrologically isolated and lack natural inflow or outflow. As such, they are not considered natural aquatic features or jurisdictional wetlands.

In addition, no portion of the Buildout Area contains designated or proposed critical habitat for any federally listed plant or animal species. Further, there is a high level of existing disturbance within the Buildout Area, and native wildlife habitat is largely absent within the Buildout Area and in the vicinity. The development surrounding the Buildout Area and the lack of ground cover and suitable foraging habitat make the site undesirable for many native wildlife species. Therefore, implementation of the proposed project would have no impact on any native habitats or vegetation communities.

Special-Status Plant Species. As noted above in Section 4.4.3, Existing Environmental Setting, no special-status plants were observed within the Buildout Area during the reconnaissance survey; and none of the 30 special-status plant species from the records searches are expected to occur within the Buildout Area due to the lack of suitable habitat and/or conditions. Therefore, implementation of the proposed project would have no impact on any special-status plant species.

Special-Status Wildlife Species and Migratory/Nesting Birds. No special-status wildlife species were observed during the field survey, and suitable habitat for such species is absent from the Buildout Area due to the high level of development. In addition, no nesting birds or their nests were observed at the time of the field survey.

However, based on a review of resource databases, the following six special-status wildlife species have the potential to occur on or near the Buildout Area:

- Monarch butterfly; wintering sites (*Danaus plexippus plexippus*)
- Ferruginous hawk; wintering (*Buteo regalis*)
- Swainson's hawk; nesting (*Buteo swainsoni*)
- Western mastiff bat (*Eumops perotis californicus*)
- Western yellow bat (*Lasiurus xanthinus*)
- Pocketed free-tailed bat (*Nyctinomops femorosaccus*).

All other species that were identified based on database searches are unlikely or have no potential to occur within the Buildout Area because the Buildout Area is either outside of the known or historical range of the species, the Buildout Area lacks suitable habitat (e.g., marsh, estuarine, perennial stream, vernal pools with sufficient hydrology, chaparral, open forest, or sufficient nesting/roosting substrates), or the Buildout Area lacks connectivity with suitable habitat in the region.

Monarch Butterfly. Originally native to North America, monarch butterfly has dispersed to other parts of the world and non-migratory populations are found from islands in the Pacific Ocean to the western edge of Europe. The western North American migratory monarch population is generally found west of the Rocky Mountains. These butterflies can migrate annually 300 to 1,000 miles (about 500 to 1,600 kilometers). The western population overwinters in hundreds of groves (clusters of trees) along the California coast and into northern Baja California, Mexico.[10] Habitat for the monarch during their winter migration typically include roosts which are located in wind-protected tree groves (Eucalyptus, Monterey Pine, Cypress) with nectar and water sources nearby. Although monarch butterfly has the potential to occur on or near the Buildout Area, the Buildout Area provides low potentially suitable roosting habitat (*Eucalyptus* trees), the wintering habitat is limited, and there are no known wintering roost locations in the Buildout Area. Therefore, implementation of the proposed project is not expected to result in significant impact on the monarch butterfly.

Ferruginous Hawk. Ferruginous hawks forage in open fields, grasslands and agricultural areas, sagebrush flats, desert scrub, fringes of pinyon-juniper habitats, and other open country in western North America; however, they are not known to breed in California. The closest known occurrence per CNDDB records was recorded in 1997 and is located approximately 1 mile southwest of the Buildout Area within the Los Alamitos Armed Forces Reserve Center. Although Ferruginous hawks have the potential to occur within or near the Buildout Area, the Buildout

[10] United States Fish and Wildlife Service (USFWS). n.d. Monarch. Website: https://www.fws.gov/species/monarch-danaus-plexippus(accessed January 20, 2025).

Area provides low suitable foraging habitat, there are no known nesting sites within the Buildout Area or the immediate surrounding area, and no observations of Ferruginous hawks or indication of Ferruginous hawks being present within the Buildout Area have been recorded. Therefore, implementation of the proposed project is not expected to result in any impact on Ferruginous hawks.

Swainson's Hawk. Swainson's hawk occurs in open desert, grassland, or cropland containing scattered trees or small groves. The species breeds in strands with few trees in juniper-sage flats, riparian areas, and in oak savannah in the Central Valley juniper-sage flats, riparian areas, and in oak savannah in the Central Valley. Swainson's hawks forage in adjacent grasslands or suitable grain or alfalfa fields, or livestock pastures. Although, the Buildout Area may offer low suitable foraging habitat, no suitable trees in juniper-sage flats, riparian areas, or oak savannah are present to support breeding. The closest known occurrence per CNDDB records is from 2019, which documented a breeding pair approximately 2.3 miles south of the Buildout Area to the south of I-405. Although Swainson's hawk has the potential to occur on or near the Buildout Area, there are no known nesting sites within the Buildout Area, no observations of Swainson's hawk have been recorded within the Buildout Area, and there is no indication of Swainson's hawk being present within the Buildout Area. Therefore, implementation of the proposed project is not expected to result in any impact on Swainson's hawk.

Special Status Bats. The western mastiff bat is known to occur in many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc. This species roosts in crevices in vertical cliff faces, high buildings, and tunnels, and travels widely when foraging. The closest known occurrence per CNDDB records was recorded in 1990 and is located approximately 0.85-mile southeast of the Buildout Area within the Los Alamitos Armed Forces Reserve Center. Although moderate suitable roosting and foraging habitat is present in the Buildout Area and project vicinity, there is a lack of records of this species in the project vicinity.

The western yellow bat is found mostly in desert and desert riparian areas of the southwest US, but also has expanded its range with the increased usage of native and non-native ornamental palms in landscaping. Individuals typically roost amid dead fronds of palms in desert oases but have also been documented roosting in cottonwood trees. This species is known to forage over many habitats. The closest known occurrence per CNDDB records was recorded in 1990 and is located approximately 0.85-mile southeast of the Buildout Area within the Los Alamitos Armed Forces Reserve Center. Although moderate suitable roosting and foraging habitat is present in the Buildout Area and project vicinity, there is a lack of records of this species in the project vicinity.

The pocketed free-tailed bat is usually associated with cliffs, rock outcrops, or slopes. These species may roost in buildings (including roof tiles) or caves. While rare in California, this species is found in Riverside, San Diego, Imperial, and possibly Los Angeles Counties. The closest known occurrence per CNDDB records was recorded in 1989 approximately 10 miles northeast of the Buildout Area. Although low suitable roosting and foraging habitat are present in the Buildout Area and project vicinity, there is a lack of records of this species in the project vicinity.

As described above, the western mastiff bat and western yellow bat have a moderate potential to occur within the Buildout Area. While western yellow bat is typically associated with desert and desert riparian habitats, their range has continued to expand into sheltering in palms used in landscaping. The Buildout Area provides palms for roosting and this species may also forage over the Buildout Area. The western mastiff bat may use the Buildout Area to forage and roost due to suitable high buildings being present on site. However, no portion of the Buildout Area is within designated or proposed critical habitat for any federally listed species.

Although no sign of roosting bats was observed during the September 2024 field survey, suitable day and night roosting habitat could be present at several of the building structures throughout the Buildout Area and within the ornamental palm trees located around the Buildout Area. Additionally, other ornamental tree species within the Buildout Area could provide habitat to native bats in the form of foliage, bark, or cavity roosts. Bats breed in late spring/early summer (April–August), with foliage-dwelling species utilizing peeling bark, thick clumps of leaves, or cavities in trees often alone or in small maternity colonies. Bats attempting to roost or breed in landscape trees and/or buildings can be subject to impacts from tree removal or trimming activities (e.g., the trimming of palm fronds) and construction activities. Because bats have low reproductive turnover (i.e., most species have only one young per year) and high juvenile mortality, a colony or population of bats will require many years to recover from any impacts that result in mortality or even a decrease in reproductive ability. As such, western yellow bats and western mastiff bats may roost in trees and buildings throughout the Buildout Area and bat-roosting habitat may be subject to the indirect impacts from project construction activities.

As outlined in Section 4.4.4 Regulatory Setting, bats are protected under Section 4150 of the CFGC which protects nongame mammals, which are defined as any naturally occurring mammal in California that is not a game mammal, fully protected mammal, or fur-bearing mammal. Non-game mammals, which includes bats, bat roosts, and maternity colonies, may not be taken or possessed except as provided by the CFGC or in accordance with applicable regulations. Project actions would include removal of all buildings and vegetation in the Buildout Area. As such, the construction of the proposed project could impact bats if demolition took place during bat peak period or roosting season. However, with adherence to **Regulatory Compliance Measure BIO-1** below, which reflects existing, applicable regulations, the proposed project's impact on bats would be less than significant.

Regulatory Compliance Measure BIO-1

Preconstruction Bat Surveys. If construction activities for a specific development project within the Buildout Area, including structure demolition and tree removal, will occur during the bat maternity season (April 1 to August 31), then the City of Cypress, or designee, shall confirm that the applicable developer has retained a qualified biologist who shall conduct a nighttime bat survey of potential maternity roost habitat no more than 30 days prior to the removal of potential habitat. These surveys shall be initiated no later than 30

minutes before sunset and continue for no less than 1 hour after sunset. If maternity roosts are found and the project would result in impacts to roosting bats, the biologist shall coordinate with California Department of Fish and Wildlife (CDFW) to establish appropriate avoidance buffers around all maternity roost sites, and no construction work shall occur within the buffers until the completion of the maternity season. If deemed necessary through coordination with CDFW, additional measures could include two-step removal of any trees containing maternity roosts (outside of the maternity season), preparation of a Bat Habitat Mitigation and Monitoring Plan (BHMMP), and humane bat eviction/exclusion.

Potential impacts on special-status bat species that may be present within the Buildout Area would be addressed through implementation of **Regulatory Compliance Measure BIO-1**, as maternity bat roosts would be identified, no construction work would occur during maternity season, and appropriate site-specific and species-specific minimization measures would be developed in coordination with the CDFW and a qualified bat biologist.

Nesting Birds. Potential direct and/or indirect impacts (e.g., noise during construction) could potentially disrupt or otherwise adversely affect bird nesting activities in and/or adjacent to the Buildout Area if construction activities would occur within the nesting bird season (between February 1 and August 31). However, the implementation of **Regulatory Compliance Measure BIO-2** below would avoid a significant impact on migratory birds. Although large areas of the Buildout Area are paved, it is recommended that **Regulatory Compliance Measure BIO-2** be implemented on Lots 1 through 7 and 10 through 14 due to the presence of structures or trees thereon that may provide suitable habitat for nesting birds.

Regulatory Compliance Measure BIO-2

Preconstruction Nesting Bird Surveys and Active Nest Avoidance Buffers. If potential bird nesting habitat is to be removed from a portion of the Buildout Area in connection with a specific development project during the avian nesting season (January 1 through August 31), including structures, trees, shrubs and suitable ground-nesting areas, a qualified biologist shall conduct a nesting bird survey in such portion of the Buildout Area within 3 days prior to the commencement of structure demolition, vegetation removal, or other construction activities that could remove suitable nesting habitat.

If no nesting birds are identified, no additional survey is required. If at any time an active nest is identified, the biologist shall establish suitable buffers around the nests that consider the ecology of the species present and the location of construction activities to ensure that disruption of nesting does not occur. The buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

With implementation of **Regulatory Compliance Measure BIO-2,** the proposed project's potential impact on nesting birds that may be present within the Buildout Area would be less than significant as nests, if present, would be identified and avoided during construction.

Overall, with implementation of **Regulatory Compliance Measure BIO-1** and **Regulatory Compliance Measure BIO-2**, as discussed above, implementation of the proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or the USFWS. These impacts would therefore be less than significant, and no mitigation is required.

Threshold 4.4.2: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

***No Impact*.** As discussed above, the CNDDB search identified Southern Coastal Salt Marsh as occurring near Alamitos Bay and another occurrence in Anaheim Bay, which is within 5 miles of the Buildout Area. However, both of these occurrences are historical and are presumed extant. In addition, no salt marsh habitat exists within the Buildout Area. As such, there would be no impact on the Southern Coastal Salt Marsh, or any other sensitive natural community, with implementation of the proposed project, and no mitigation is required.

The Buildout Area currently contains one existing drainage feature, one existing detention basin, and three existing artificial ponds. The single drainage feature is located on Lot 3 and originates from a culvert beneath the internal road just northwest of a parking lot. This drainage is an ephemeral, earthen bottom drainage created to carry stormwater. The detention basin is located on Lots 2 and 3 and is best described as a manmade basin created to capture flows. It appears to divert accumulated water into the adjacent drainage that terminates into an underground drain system. The three artificial ponds are on Lots 3, 4, 6, and 7 and are manmade and thus, hydrologically isolated. The ponds contain hydrophytic vegetation along portions of their shoreline, including species that could be considered wetland indicators. All of these aquatic features were constructed in previously graded or developed areas and do not represent natural stream channels, wetlands, or riparian systems. Their primary functions are aesthetic or related to stormwater conveyance and

retention. As such, no riparian habitat is present within the Buildout Area. Therefore, no impacts to riparian habitat would result from project implementation, and no mitigation is required.

Threshold 4.4.3: Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

***Less Than Significant with Mitigation Incorporated*.** As previously discussed, there is one drainage feature, one detention basin, and three ponds within the Buildout Area. The three artificial ponds identified within the Buildout Area contain hydrophytic vegetation along portions of their shoreline, including species that could be considered wetland indicators. However, the ponds are manmade and hydrologically isolated from other waters. As such, the three ponds are not expected to be regulated by USACE, RWQCB, or CDFW. The detention basin is entirely lined with polyethylene, is best described as a manmade basin created to capture flows, and appears to divert accumulated water into the adjacent drainage that terminates into an underground drain system. Similar to the artificial ponds, because the detention basin is and appears to be hydrologically isolated from other waters, the detention basin is also not expected to be regulated by USACE, RWQCB, or CDFW. However, the single drainage feature located on Lot 3 contains ruderal vegetation and may connect to Coyote Creek, which is tributary to the San Gabriel River and ultimately flows into the Pacific Ocean. Therefore, the removal of this drainage may be subject to regulation by the RWQCB and CDFW. Impacts to these features would be potentially significant, and **Mitigation Measure BIO-1** should be required**.**

Mitigation Measure BIO-1 **Jurisdictional Delineation.** Prior to commencing construction activities that would impact any of the identified aquatic resources in Lots 2, 3, 4, 6, and 7 of Vesting Tentative Tract Map (VTTM) 19247, a jurisdictional delineation shall be conducted, as follows:

- Regional Water Quality Control Board (RWQCB) Jurisdiction (Waters of the State): Delineation shall follow the State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (State Water Resources Control Board [SWRCB] 2019).

- California Department of Fish and Wildlife (CDFW) Jurisdiction (Streambed Alteration Program): The extent of CDFW jurisdiction shall be identified consistent with California Fish and Game Code §§ 1600–1616, including the outer limits of the bed, bank, and channel and the extent of any associated riparian vegetation.

- United States Army Corps of Engineers (USACE) Jurisdiction (Waters of the United States [WOTUS]): The determination that no federal WOTUS occur on site shall be documented consistent with 33 CFR § 328.3, the USACE 1987 Wetland Delineation

Manual, and the appropriate Regional Supplement (USACE 2008).

If impacts to RWQCB and/or CDFW jurisdictional waters are expected to occur, appropriate permits or authorization (e.g., Water Quality Certification/Waste Discharge Requirements, CDFW Lake and Streambed Alteration Agreement) shall be obtained prior to construction.

With implementation of **Mitigation Measure BIO-1,** potential impacts to State or federally protected wetlands would be reduced to less than significant as jurisdictional waters would be identified and the appropriate permits and approvals would be obtained, as necessary.

In addition, although construction and operational activities have the potential to result in temporary indirect effects to water quality including a potential increase in erosion and sediment transport into downstream aquatic areas and the contamination of waters from construction equipment, these potential indirect effects to hydrology and water quality would be avoided or substantially minimized through the implementation of Best Management Practices (BMPs) and a Water Quality Management Plan as discussed in Section 4.10, Hydrology and Water Quality. Specifically, adherence to **Regulatory Compliance Measures HYD-1** through **HYD-3**, provided in Section 4.10, Hydrology and Water Quality, during construction and operation would address erosion-related impacts through implementation of construction site BMPs and operational-period biotreatment BMPs to avoid erosion and sedimentation impacts to downstream aquatic areas and water quality. As such, there would be no impacts on any downstream State or federally protected wetlands. Therefore, the proposed project's impact on wetlands would be less than significant with mitigation incorporated.

Threshold 4.4.4: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

***Less Than Significant Impact*.** The Buildout Area is located within an urban, built-out area in the City and is currently disturbed and developed with existing uses. Although the Buildout Area contains one drainage feature, one detention basin, and three artificial ponds, which contain hydrophytic vegetation along portions of their shoreline including species that would be considered wetland indicators, these aquatic resources would not support native resident or migratory fish. Additionally, native wildlife habitat is largely absent within the Buildout Area and in the immediate vicinity. Furthermore, the development surrounding the Buildout Area and the lack of ground cover and suitable foraging habitat make the site undesirable for many native wildlife species.

A total of 19 wildlife species were observed during the September 2024 field survey; however, the wildlife species observed or otherwise detected during the site survey are consistent with those typically encountered in and around urbanized Orange County. In addition, no special-status wildlife species were observed during the site survey, and suitable habitat for such species is absent from

the proposed project disturbance limits due to the high level of development. Further, the Buildout Area does not function as a wildlife movement corridor.

Although no sign of roosting bats was observed during the September 2024 field survey, suitable day and night roosting habitat could be present at several of the building structures throughout the Buildout Area and within the ornamental palm trees located around the Buildout Area. Similarly, although no nesting birds or their nests were observed at the time of the field survey, birds may still use the Buildout Area for nesting. Potential direct and/or indirect impacts (e.g., noise during construction) could potentially disrupt or otherwise adversely affect bird nesting or bat roosting activities in and/or adjacent to the Buildout Area. As such, implementation of the **Regulatory Compliance Measure BIO-1** and **Regulatory Compliance Measure BIO-2,** which would require preconstruction nesting bird surveys, active nest avoidance buffers, and preconstruction bat surveys under specified circumstances, would address potential impacts to nesting birds and roosting bats. Therefore, with implementation of the **Regulatory Compliance Measure BIO-1** and **Regulatory Compliance Measure BIO-2**, any potential impacts related to wildlife nursery sites would be less than significant, and no mitigation is required.

Threshold 4.4.5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

***Less Than Significant Impact*.** Construction of the proposed project would involve the removal of existing trees. All tree removal activities would be consistent with Section 3.9 of the Specific Plan, which supersedes the City's Landmark Tree Ordinance, as codified in Sections 17-17 through 17-27 of the City**'s** Municipal Code, and details the tree replacement standards for development within the Buildout Area. Consistent with Specific Plan requirements, all proposed tree removal required for a future development project would be described in the site plan review application and all removed trees would be replaced with an equivalent number of specimen trees, subject to adjustment in accordance with Section 5.6.2 of the Specific Plan.

With adherence to the tree replacement standards detailed in the Specific Plan**,** the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The impact would be less than significant, and no mitigation is required.

Threshold 4.4.6: Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

***No Impact*.** There is no adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other regional habitat conservation plan applicable to the City. The Orange County Transportation Authority (OCTA) Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) includes a Plan Area that covers the entirety of Orange County, including the City of Cypress. However, the City is not a party to the OCTA NCCP/HCP, and development activity within the City is not subject to the provisions of the OCTA NCCP/HCP. Therefore, the OCTA NCCP/HCP does not apply to the proposed project, and the proposed project would not conflict with any local,

regional, or State HCP or NCCP. Therefore, the proposed project would result in no impact related to conflict with any provisions of an HCP or NCCP, and no mitigation is required.

4.4.7 Level of Significance Prior to Mitigation

Prior to implementation of regulatory compliance and mitigation measures, the proposed project has the potential to result in significant impacts to nesting birds, roosting bats, jurisdictional waters, and landmark trees. These impacts could arise from vegetation removal, construction noise, disturbance to bat maternity roosts, alteration of aquatic features, and removal or trimming of protected trees.

4.4.8 Regulatory Compliance Measures and Mitigation Measures

4.4.8.1 Regulatory Compliance Measures

The following regulatory compliance measures are existing requirements of the City's Municipal Code that are applicable to the proposed project and are considered in the analysis of potential impacts related to biological resources. The City considers these requirements to be mandatory; therefore, they are not mitigation measures.

Regulatory Compliance Measure BIO-1

Preconstruction Bat Surveys. If construction activities for a specific development project within the Buildout Area, including structure demolition and tree removal, will occur during the bat maternity season (April 1 to August 31), then the City of Cypress, or designee, shall confirm that the applicable developer has retained a qualified biologist who shall conduct a nighttime bat survey of potential maternity roost habitat no more than 30 days prior to the removal of potential habitat. These surveys shall be initiated no later than 30 minutes before sunset and continue for no less than 1 hour after sunset. If maternity roosts are found and the project would result in impacts to roosting bats, the biologist shall coordinate with the California Department of Fish and Wildlife (CDFW) to establish appropriate avoidance buffers around all maternity roost sites, and no construction work shall occur within the buffers until the completion of the maternity season. If deemed necessary through coordination with CDFW, additional measures could include two-step removal of any trees containing maternity roosts (outside of the maternity season), preparation of a Bat Habitat Mitigation and Monitoring Plan (BHMMP), and humane bat eviction/ exclusion.

Regulatory Compliance Measure BIO-2

Preconstruction Nesting Bird Surveys and Active Nest Avoidance Buffers. If potential bird nesting habitat is to

be removed from a portion of the Buildout Area in connection with a specific development project during the avian nesting season (January 1 through August 31), including structures, trees, shrubs, and suitable ground-nesting areas, a qualified biologist shall conduct a nesting bird survey in such portion of the Buildout Area within 3 days prior to the commencement of structure demolition, vegetation removal, or other construction activities that could remove suitable nesting habitat.

If no nesting birds are identified, no additional survey is required. If at any time an active nest is identified, the biologist shall establish suitable buffers around the nests that consider the ecology of the species present and the location of construction activities to ensure that disruption of nesting does not occur. The buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

Regulatory Compliance Measure HYD-1 **Construction General Permit.** *(See Section 4.10, Hydrology and Water Quality)*

Regulatory Compliance Measure HYD-2 **Construction Dewatering Permit.** *(See Section 4.10, Hydrology and Water Quality)*

Regulatory Compliance Measure HYD-3 **Orange County MS4 Permit/City Municipal Code.** *(See Section 4.10, Hydrology and Water Quality)*

4.4.8.2 Mitigation Measures

Future development facilitated under the proposed project would be required to implement the following Mitigation Measures.

Mitigation Measure BIO-1 **Jurisdictional Delineation.** Prior to commencing construction activities that would impact any of the identified aquatic resources in Lots 2, 3, 4, 6, and 7 of Vesting Tentative Tract Map (VTTM) 19247, a jurisdictional delineation shall be conducted, as follows:

- Regional Water Quality Control Board (RWQCB) Jurisdiction (Waters of the State): Delineation shall follow the State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (State Water Resources Control Board [SWRCB] 2019).

- California Department of Fish and Wildlife (CDFW) Jurisdiction (Streambed Alteration Program): The extent of CDFW jurisdiction shall be identified consistent with California Fish and Game Code §§ 1600–1616, including the outer limits of the bed, bank, and channel and the extent of any associated riparian vegetation.

- United States Army Corps of Engineers (USACE) Jurisdiction (Waters of the United States [WOTUS]): The determination that no federal WOTUS occur on site shall be documented consistent with 33 CFR § 328.3, the USACE 1987 Wetland Delineation Manual, and the appropriate Regional Supplement (USACE 2008).

If impacts to RWQCB and/or CDFW jurisdictional waters are expected to occur, appropriate permits or authorization (e.g., Water Quality Certification/Waste Discharge Requirements, CDFW Lake and Streambed Alteration Agreement) shall be obtained prior to construction.

4.4.9 Level of Significance after Mitigation

The proposed project would not result in significant impacts related to biological resources with implementation of **Mitigation Measure BIO-1**.

4.4.10 Cumulative Impacts

As defined in 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 biological resources. The cumulative area for biological impacts is the City and includes the related projects listed in **Table 4.A: Summary of Related Projects** and shown in **Figure 4.1: Related Projects**, in Chapter 4.0, Existing Setting.

As described above, due to the developed and disturbed nature of the Buildout Area, proximity to existing development, implementation of **Mitigation Measure BIO-1**, and adherence to **Regulatory Compliance Measures BIO-1** and **BIO-2**, implementation of the proposed project would not result in significant impacts related to federal and State-listed species, waters of the United States or wetlands, migratory birds and wildlife movement. Additionally, as discussed above, although the Buildout Area is located within the OCTA NCCP/HCP that covers the entirety of Orange County, including the City of Cypress, the City is not a party to the OCTA NCCP/HCP, and development activity within the City is not subject to the provisions of the OCTA NCCP/HCP. Therefore, the OCTA NCCP/HCP does not apply to the proposed project. Additionally, the Buildout Area is not located within a designated habitat reserve and, therefore, the proposed project would not contribute to the loss of natural habitat in the City. The development of the proposed project would not result in the removal of any sensitive habitat species identified in the OCTA NCCP/HCP. Overall, based on the above discussion, implementation of the proposed would not result in significant cumulative effects on biological resources.

In addition, some of the related projects identified in **Table 4.A** have undergone environmental review pursuant to CEQA, which included an analysis of potential impacts on biological resources. According to the EIRs prepared for the Shea Properties Mixed Use Development Project (Related Project 1) and Melia Homes -Citrus Square Project (Related Project 2), impacts on biological resources would be less than significant with adherence to regulatory compliance measures related to compliance with existing NPDES permit requirements and the performance of nesting bird surveys, similar to the proposed project. The EIRs also determined that cumulative impacts related to biological resources would be less than significant. In addition, the Initial Study prepared for the Los Alamitos Medical Center Project (Related Project 7) indicated that impacts on biological resources would also be less than significant. The Goodman Commerce Center and the 5665 Plaza Drive Projects (Related Project 3) was analyzed in an Initial Study/Mitigated Negative Declaration (IS/MND) in 2023 and an EIR in 2024, respectively, which determined that all impacts on biological resources would also be less than significant with adherence to regulatory compliance measures related to compliance with existing NPDES permit requirements and the performance of nesting bird surveys, similar to the proposed project.

Furthermore, the Sycamore Creek Charter School Project (Related Project 6) and 4562 Katella Avenue Project (Related Project 8) were determined to be exempt from CEQA review under Section 15332 of the *State CEQA Guidelines* (for infill development) and Notices of Exemption (NOEs) were prepared. In order for a project to be exempt under Section 15332 of the *State CEQA Guidelines*, the Buildout Area must have no value as habitat for endangered, rare, or threatened species and the proposed project must not have a significant or cumulative effect on the environment. The LTP Modern Machine Project (Related Project 5) and 8561 Belmont Street Project (Related Project 4) would also be required to undergo environmental review pursuant to CEQA, which would include an analysis of potential impacts on biological resources and the identification of any mitigation measures to reduce potential impacts, if necessary. It should also be noted that each related project is located on a site within an urbanized area that is entirely surrounded by existing development. Further, some of the related projects are located on infill sites, meaning the site has already been disturbed as part of prior development. As such, development of the related projects in combination with the proposed project would not result in significant impacts on biological resources.

Collectively, recent past, approved, and probable future projects that may occur in the vicinity, including the proposed project, would not result in a cumulatively significant increase in impacts on biological resources.

4.5 CULTURAL RESOURCES

This section provides a discussion of the existing cultural resource environment and evaluates the potential impacts on cultural resources, including historical and archaeological resources, from implementation of the Specific Plan 3.0 Buildout Project (proposed project). Historical resources include all properties (historic, archaeological, landscapes, traditional, etc.) eligible or potentially eligible for the National Register of Historic Places, or State and local laws and programs. The analysis in this section is based in part on the Historic Resources Assessment (HRA) prepared for the 2021–2029 Cypress Housing Element Implementation Project[1] and the Historic Resources Addendum (HRA Addendum)[2] (both provided in **Appendix D**) prepared for the proposed project. The proposed project's impacts on tribal cultural resources are evaluated separately and can be found in Section 4.18, Tribal Cultural Resources.

4.5.1 Scoping Process

The City of Cypress (City) received six comment letters during the public review period of the Notice of Preparation (NOP). For copies of the NOP comment letters, refer to **Appendix A** of this Draft Environmental Impact Report (Draft EIR). No comment letters included comments related to cultural resources.

4.5.2 Methodology

4.5.2.1 Historical Resources

Race Course Archival Research. Archival research was conducted during the months of May, June, October, and November 2022. Research methods focused on the review of a variety of primary and secondary source materials relating to the history and development of the Los Alamitos Race Course property. Sources included, but were not limited to, information provided by and on file at the Los Alamitos Race Course, online sources, published literature in local and regional history, news articles, historic aerial photographs, and historic maps. Historical themes included horse racing, Quarter Horses, Frank Vessels, Sr., and pari-mutuel betting in California. A complete list of all references consulted in the preparation of the Historic Resources Assessment is provided in **Appendix D**.

Field Survey. On June 10, 2022, an LSA architectural historian and an LSA photographer conducted the intensive-level architectural survey of the Los Alamitos Race Course facility. The pair was escorted by the Los Alamitos Race Course Facilities Manager, who provided information about the buildings and features, as well as historical information about the facility. The trio began with the clubhouse/grandstand building including, but not limited to, Burgart's bar, the Cypress Room, the Vessels Club restaurant, the Finish Line room, the betting area, box seating, and the jockey room. They then toured the barns and other features. During the survey, numerous photographs of the

---

1 LSA Associates, Inc. (LSA). 2023. *Historic Resources Assessment, Cypress Housing Element Implementation, Cypress, Orange County, California*. November. (**Appendix D**)

2 LSA Associates, Inc. (LSA). 2025. *Historic Resources Assessment Addendum to the Housing Element Implementation Project to support Specific Plan 3.0 Implementation Project, Cypress*. November 4. (**Appendix D**)

buildings and track and overview shots were taken. LSA's architectural historian made notations regarding the structural and architectural characteristics and current conditions of the buildings and features. The architectural historian also made notes regarding the historical information provided by the Facilities Manager.

The field survey included numerous buildings, structures, and features, which are described below. Construction and alteration information that was gleaned about the buildings, structures, and features during the survey is included. The focus of the survey was the 0.25-mile track used for horse racing, which provides the main architectural and historical significance to the Los Alamitos Race Course.

California Department of Parks and Recreation (DPR) 523 Series Forms. In August of 2023, California DPR 523 series forms were submitted on behalf of the Los Alamitos Race Course. DPR 523 series forms are used for recording and evaluating resources and for nominating properties to the California Register of Historical Resources. The forms included a description of the Los Alamitos Race Course as well as an evaluation of its historical significance under State and federal criteria, which will be discussed further within Section 4.5.6, Project Impacts.

Supplemental Historic Resources Assessment. In November 2025, an Addendum to the Cypress Housing Element Implementation Project HRA was prepared to update and supplement the HRA in connection with the proposed project.[3] The Addendum clarifies the character-defining features of buildings and features that comprise the Los Alamitos Race Course (LARC), as they relate to the Clubhouse and Annex/Burgart's building; identifies how the proposed project would impact LARC's eligibility as a historic resource; and identifies feasible mitigation measures to reduce the proposed project's significant environmental impacts to LARC.

4.5.2.2 Archaeological Resources

Records Searches. In January 2020, a cultural resource record search was completed as part of the environmental review process for the proposed mixed-use Cypress City Center Project, located directly south of the Buildout Area. The record search was conducted at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS) at California State University, Fullerton, and included a review of all prehistoric and historic archaeological sites within a 0.25-mile radius of the Cypress City Center Project. As such, the records search performed as part of the Cypress City Center Project included the Buildout Area, as well as a review of known cultural resource survey and excavation reports in the surrounding area. The California Historic Resources Inventory (HRI), the National Register of Historic Places (National Register), California Historical Landmarks (SHL), California Points of Historical Interest (SPHI), and various local historical registers were examined. No archaeological resources had been previously recorded within the Cypress City Center project site, and none were discovered as a result of the

[3] LSA Associates, Inc. (LSA). 2025. *Historic Resources Assessment Addendum to the Housing Element Implementation Project to support Specific Plan 3.0 Implementation Project, Cypress*. November 4. (**Appendix D**)

record search.[4] The Cypress City Center Project was constructed between 2021 and 2025, and no tribal cultural resources were identified during grading or construction activities. Because the records search for the Cypress City Center Project included the Buildout Area, this record search can be reasonably applied to the proposed project's Buildout Area. As a result of the conditions discussed above, a new cultural resource records search under the proposed project was determined to be unnecessary by the City.

4.5.3 Existing Environmental Setting

4.5.3.1 Pre-Settlement

The area that is now the City of Cypress was prehistorically occupied by several different Native American tribes with unique oral histories, societal structures, and ways of life. To date, no federally recognized tribes claim to have occupied the land that is now considered the City of Cypress.

According to the Cypress General Plan,[5] the level of Gabrielino culture that was encountered by the Spanish in the 18th century was a continuation of a culture formation originating as far back as 1200 AD. Prior to Spanish colonization, the Gabrielino population was estimated at more than 5,000 people. Various Spanish explorers had been in the region earlier, but in 1769, the Spanish under Gaspar de Portola began their colonization of the region. The people were given the name "Gabrielino" by the Franciscan Priests for their association with the Mission San Gabriel Arcangel, which was constructed by 1771 in San Gabriel, approximately 20 miles northwest of the Buildout Area. As a result of their induction into the mission, the Gabrielino population was decimated through disease.

The majority of the information on Gabrielino culture has been obtained from the remains of their material culture; however, much of it was perishable and therefore not available for research purposes. What is known is that they had abundant marine resources, terrestrial animals, and a heavy reliance on acorns. They also engaged in trade networks that included the exchange of resources from the Channel Islands, the mainland, and inland to Arizona, with more than 89 percent of the Gabrielino's physical environment within the extremely rich Sonoran life zone.

4.5.3.2 Settlement and Development

The historic period in California is divided into three periods: Spanish/Mission Period (1769–1821), Mexican/Rancho Period (1821–1848), and the American Period (1848–Present). Spanish exploration of southern California began in the late 1700s as expeditions began seeking routes from San Diego to the Los Angeles basin and further regions of "Alta California." One of the logical, geographic passages between the Pacific Coast and the Los Angeles Basin was what is now known as Santa Ana Canyon. Some of the more notable and documented explorers to use this route, which went through what would become Orange County, were Don Gaspar Portolá, Juan Bautista de Anza, and

---

4 City of Cypress. 2020. *Cypress City Center Project Environmental Report, Draft, SCH #2019110458.* Section 4.16-4. Website: https://files.ceqanet.opr.ca.gov/257330-3/attachment/pPtqudn4yD91UlsUP_CKNqJ72MJ0kYlHFzJsGzBHYFnlgWkhiTD33EKMOE--4IQOdoGX3ne3ABNyI6Km0 (accessed March 2026).

5 City of Cypress. 2001. *Cypress General Plan Conservation/Open Space/Recreation Element.* September 10, 2001.

Don Pedro Fages. In 1784, General Pedro Fages received a petition from three of his soldiers who wanted land to build homes and graze the cattle they had acquired.[6] Fages agreed and that same year (1784) Manuel Perez Nieto was granted 300,000 acres, which became known as Los Nietos and included the area that would become Cypress.[7] After Manuel's death in 1804, the land was divided among his four surviving children and Juan Jose Nieto received the acres called Los Alamitos (approximately 28,000 acres) and Los Coyotes (approximately 49,000 acres), which include Cypress.[8] In 1806, Nieto built an adobe house in the southwest corner of Rancho Los Alamitos.[9]

In 1821, Mexico won independence from Spain and took over Alta California. In 1834, Juan Jose Nieto was formally granted Los Alamitos by Governor Juan Figueroa and a few months later sold it to the governor for just $500.[10] Figueroa later sold it to Abel Stearns in 1842.[11] Eventually Stearns owned both ranchos (Los Alamitos and Los Coyotes) and "built up the largest land and cattle empire in the area."[12]

In 1848, Alta California came under control of the United States, and in 1850, it was admitted to the Union. In 1861, Stearns borrowed on the Rancho from money lender Michael Reese to finance a business venture in Los Angeles.[13] By 1865, Stearns was in jeopardy of losing his land to Reese so a group of his friends formed the Robinson Trust to save him from bankruptcy.[14] In 1866, Reese foreclosed on a portion of the Rancho and began leasing it to the Bixbys, who were sheep farmers from Maine.[15] Meanwhile, in 1868, the Trust began to sell 120- to 160-acre tracts and by the time Stearns died in 1871, he was on his way to another fortune.[16]

The 1880s was a boom period in southern California that helped complete "the transition from range land to agricultural economy."[17] Between 1866 and 1884 the population of Los Angeles increased from approximately 12,000 to around 100,000 and other cities also were expanding rapidly.[18] Orange County was formed in 1889, putting half of Rancho Los Alamitos in Los Angeles

---

6 Carpenter, Virginia. 2003. *Ranchos of Orange County: Chronologies of Early California*. Produced in cooperation with Jane Mueller. California: The Paragon Agency Publishers.

7 Ibid.

8 Ibid.

9 Ibid.

10 Ibid.

11 Ibid.

12 Wheeler, Eileen, and Dr. Warren Beck. *City of Cypress History*. News-Enterprise Archives. Website: http://www.cypressca.org/home/showdocument?id=6 (accessed March 2026).

13 Carpenter, Virginia. 2003. *Ranchos of Orange County: Chronologies of Early California*. Produced in cooperation with Jane Mueller. California: The Paragon Agency Publishers.

14 Ibid.

15 Ibid.

16 Ibid.

17 Wheeler, Eileen, and Dr. Warren Beck. *City of Cypress History*. News-Enterprise Archives. Website: http://www.cypressca.org/home/showdocument?id=6 (accessed March 2026).

18 Ibid.

County and half in Orange County.[19] In 1881, John and Jotham Bixby and Isaac Hellman (a banker) bought Rancho Los Alamitos and joined it to Los Cerritos.[20] They formed the Alamitos Land Company to subdivide part of the Rancho into farm lands.[21] This represents the beginnings of what would become Cypress.

By the late 1880s, white and sweet potatoes, as well as sugar beets were the main crops.[22] However, dairy farming, which was supported by the beet farming, was a major industry with nearby Buena Park at its center.[23] In the Cypress area almost everyone had cows, but sorghum was what the area was really known for.[24] In 1889, the McWilliams family moved to the area, planted sorghum, and established a makeshift processing plant for it.[25] In its first year, it processed 100 gallons of syrup.[26] Soon other farmers planted sorghum and the industry steadily expanded.[27] In 1907, a regular mill was built that processed 15,000 gallons of syrup its first year.[28]

As more people moved into the area, the demand grew for schools. In the early 1890s, there were two schools, Centralia and Bloomfield.[29] In 1895, the Cypress School District was formed, and a building was constructed on an acre of land donated by Charles Lee Damron.[30] The new school was named Cypress School because of the cypress trees planted around the school yard as a windbreak. For many years, it was the only school in the district.[31] "In 1906, Pacific Electric built a line to the area to connect Los Angeles to Santa Ana" and development began to cluster around the rail station "at what is now the intersection of Lincoln Avenue and Walker Street" within the Lincoln Avenue Specific Plan area.[32] At that time, the community was nicknamed Waterville due to the preponderance of artesian wells in the area, but the train station was named Cypress reportedly to be consistent with the school.[33] In 1924, the school was replaced with a larger building that became the center of the community's social life.[34]

---

19 Carpenter, Virginia. 2003. *Ranchos of Orange County: Chronologies of Early California.* Produced in cooperation with Jane Mueller. California: The Paragon Agency Publishers.

20 Ibid.

21 Ibid.

22 Wheeler, Eileen, and Dr. Warren Beck. *City of Cypress History.* News-Enterprise Archives. Website: http://www.cypressca.org/home/showdocument?id=6 (accessed March 2026).

23 Ibid.

24 Ibid.

25 Ibid.

26 Ibid.

27 Ibid.

28 Ibid.

29 Ibid.

30 Ibid.

31 Epting, Charles. 2014. *The New Deal in Orange County California*. South Carolina: The History Press.

32 Wheeler, Eileen, and Dr. Warren Beck. *City of Cypress History.* News-Enterprise Archives. Website: http://www.cypressca.org/home/showdocument?id=6 (accessed March 2026).

33 Carpenter, Virginia. 2003. *Ranchos of Orange County: Chronologies of Early California.* Produced in cooperation with Jane Mueller. California: The Paragon Agency Publishers.

34 Ibid.

During the Depression era, the area was hard hit by the 1933 Long Beach earthquake, which damaged Cypress School, and the 1938 flood, which left most of Waterville under two to three feet of water.[35] The school was rebuilt in 1936 using Public Works Administration funds and was still the only school in the Cypress School District.[36] Although rural communities like Waterville suffered less from the Depression, people still struggled. The needy were assisted by a variety of federal relief programs and many school children received free hot lunches.[37]

"In 1910, a local farmer named George Miller formed the Southern California Dairy Association, and by the 1940s, dairies emerged as the community's leading industry."[38] However, the World War II years brought many changes to the area as several military facilities moved nearby. These included the United States Naval Station in Los Alamitos (next to Cypress), the Seal Beach Ammunition Depot, the United States Naval Air Station in Santa Ana, the Santa Ana Army Air Base, and Irvine Park, which was used as an Army training camp.[39] Aircraft plants and ship yards created jobs in nearby communities such as Long Beach and Santa Monica. The combination of new employment opportunities and men joining the armed services created a shortage of labor in the fields.[40] To alleviate the shortage, workers from Mexico were brought in through treaty arrangements and later German prisoners of war were used to harvest crops.[41]

After the war, returning GIs created such a big demand for housing in surrounding areas that many farmers relocated to Waterville.[42] By the late 1940s, Waterville was the third largest dairy district in the country.[43] When it incorporated in 1956, it took the name Dairy City.[44] In the 1950s, Dairy City (now Cypress), Dairyland (now La Palma), and Dairy Valley (now Cerritos) were collectively known as "Moo-Valley."[45] In 1957, the city's name was changed to Cypress.[46] In the 1960s, skyrocketing real estate prices in Moo Valley resulted in an exodus of dairy farmers to Riverside County.[47]

---

35 Wheeler, Eileen, and Dr. Warren Beck. *City of Cypress History.* News-Enterprise Archives. Website: http://www.cypressca.org/home/showdocument?id=6 (accessed March 2026).

36 Epting, Charles. 2014. *The New Deal in Orange County California. South Carolina:* The History Press.

37 Wheeler, Eileen, and Dr. Warren Beck. *City of Cypress History.* News-Enterprise Archives. Website: http://www.cypressca.org/home/showdocument?id=6 (accessed March 2026).

38 Ibid.

39 Ibid.

40 Ibid.

41 Ibid.

42 Ibid.

43 Ibid.

44 Epting, Charles. 2014. *The New Deal in Orange County California. South Carolina:* The History Press.

45 Wheeler, Eileen, and Dr. Warren Beck. *City of Cypress History.* News-Enterprise Archives. Website: http://www.cypressca.org/home/showdocument?id=6 (accessed March 2026).

46 Ibid.

47 Whiting, David. 2015. *Cypress Evolves from Cow Town to Community Town*. The Orange County Register. Website: https://www.ocregister.com/2015/08/04/whiting-cypress-evolves-from-cow-town-to-community-town/ (accessed March 2026).

4.5.3.3 Frank Vessels, Sr. and the Los Alamitos Race Course

Frank Vessels was born in Elizabethtown, Kentucky in 1898. In 1920, he was living in San Bernardino County, California, married to Martha Grace Hagey (known as Grace), and working as an attendant at the State hospital. By 1922, the Vessels had relocated to Huntington Beach, and Frank had a business selling boilers and pipe fittings in Santa Fe Springs. In the late 1920s and 1930s, news articles revealed that Frank had at least one oil well in Huntington Beach (1927), a construction business called Industrial Engineering Company in Long Beach where the Vessels also lived (1930), and he owned a 10-acre citrus grove in San Bernardino County (1935). In 1935, it was reported that plans for an $11,000, nine-room Colonial style home and garage designed by architect George Kahrs for Frank Vessels, manager of the Oil Field Construction Company, were being planned. The residence (still extant) was located at 4470 Olive Avenue in Long Beach. Vessels was active in Long Beach civic affairs during the 1930s and into the early 1940s and was often mentioned in the local newspapers. One article noted that he was captain of the Long Beach Honorary Mounted Police Patrol, which was composed of leading businessmen in the city, and another said he was charter vice president of the Oil Field Service Club.

In 1945, it was reported that Vessels bought a yearling bull named President Mischief 9th for $16,750 (over $270,000 in 2023 dollars), the highest price ever paid for a bull in California. In 1946, Vessels purchased 435 acres in what would become the City of Cypress. Around that same time, Vessels and Huntley Gordon of Chino, California, "traveled through Texas and Oklahoma buying railroad carloads of good mares. The need for a stallion was solved when Vessels bought *Clabber* for $5,000 dollars and shipped the "Iron Horse" from Arizona to his ranch in Cypress, California". *Clabber* was named the World's Champion Quarter Horse by the American Quarter Horse Racing Association in 1941. During his racing career, he was used as a rope horse and a racehorse and once ran three quarter-mile races in one day and won them each in 23 seconds. This buying spree was the foundation for Vessels Stallion Farm.

In 1947, Frank Vessels, Sr., built a race track on his 435-acre ranch and stallion farm in present-day Cypress.[48] It was initially used for training and match racing the Quarter Horses (QH) he bred there, but by the Spring, Vessels' new race track "located two miles west of Stanton on Katella Road near the Los Alamitos Air Station" began to host motorcycle races sanctioned by the American Motorcycle Association.[49] In August 1947, a crowd variously estimated at between one and two thousand showed up to watch the first full card of QH racing, six non-pari-mutuel races (fans could not bet on the horses). Soon the QH races became a weekly event.[50] At that time, the track was located a little southwest of where it is today in an area between Vessels' home and the railroad tracks. The area is now developed with Ovation at Flora Park, a 55+ residential community.

Attendance at the QH races was so high that Vessels had to scale back the races to once a month. During this time, it was only legal to bet on thoroughbred (TB) horse races and standardbreds

48 Long Beach Press-Telegram. 1947. *Cycle Club Bills Races on New Vessels Track*. page 16.

49 Ibid.

50 Chamberlain, Richard. 2000. *Los Alamitos Race Course 50 Years of Racing 1951-2000.* Brochure provided by Facilities Manager, Frank Sherran, June 2022.

(trotters), because the sport generated State tax revenues, which were used, among other things, to improve the breeds. In 1948, the State Attorney General ruled that Quarter Horse racing was legal based on current law, because by then registered Quarter Horses were a recognized breed. Despite this ruling, the California Horse Racing Board (CHRB), which was controlled by the breeders of thoroughbreds, refused to allow betting on QH races.[51] This prompted the QH breeders to organize. Vessels founded and became president of the Pacific Coast Quarter Horse Association, an affiliate of the national association, and began lobbying Sacramento for pari-mutuel wagering on Quarter Horses.[52] The State Legislature passed a bill allowing the State's six major tracks to include one Quarter Horse race per day. Bay Meadows at San Mateo was the first, carding 25 sprints.[53] Finally, the CHRB agreed to pari-mutuel betting on QH races. This had a profound impact on the sport of horse racing and the industry of horse breeding in California.

In December 1951, the first pari-mutuel all-Quarter Horse meet was held at Vessels' track, with more than 400 sprinters from various states and over 4,100 spectators the first day.[54] On closing day, more than 7,000 fans showed up, indicating that Quarter Horse racing would maintain its popularity.[55] In 1952, *Monita* and *Black Easter Bunny* won "divisions of the first Los Alamitos Invitational Championship, then called the California Championship."[56]

By 1953, a new track was under construction northwest of the original track (Historicaerials.com var.[57]). The new track (in the current location) opened in 1954 in time for the Fall meet and soon became the "premier Quarter Horse track in the country."[58] By 1959, Los Alamitos Race Course was the second largest revenue generator in the City of Cypress. Frank Vessels, Sr., was inducted into the American Quarter Horse Association Hall of Fame (1989). Los Alamitos Race Course is the premiere Quarter Horse (QH) race track in California, hosting the Champion of Champion stakes race since 1972 ($750,000 purse, 440 yards distance.) The golden age of horse racing came to an end around 1970, when attendance declined due to off track betting (OTB) and competition from other forms of entertainment. The track stayed in the Vessels family until 1984, when it was sold to Hollywood Park.[59] By 1989, it was under a new ownership group, including Edward Allred, that soon began a series of renovations to the buildings and the track's interior.[60]

---

51 Chamberlain, Richard. 2000. *Los Alamitos Race Course 50 Years of Racing 1951-2000.* Brochure provided by Facilities Manager, Frank Sherran, June 2022.

52 Ibid.

53 Ibid.

54 Ibid.

55 Chamberlain, Richard. 2000. *Los Alamitos Race Course 50 Years of Racing 1951-2000.* Brochure provided by Facilities Manager, Frank Sherran, June 2022.

56 Ibid.

57 Historicaerials.com. var. Historic aerial photographs of the Los Alamitos Race Course property. Website: https://www.historicaerials.com/viewer (accessed March 2026).

58 Chamberlain, Richard. 2000. *Los Alamitos Race Course 50 Years of Racing 1951-2000.* Brochure provided by Facilities Manager, Frank Sherran, June 2022.

59 Ibid.

60 Los Angeles Times. 1991. Los Alamitos: Track Celebrates 40th Anniversary. Website: https://www.latimes.com/archives/la-xpm-1991-12-04-sp-244-story.html (accessed March 2026).

Over time, portions of the property originally bought by Frank Vessels, Sr. were sold and incrementally redeveloped into a mix of urban land uses, including recreational, commercial, and residential uses. By 1992, a golf course to the northwest and southwest of the track are visible in aerial photographs. By 2005, several commercial buildings and parking lots had been constructed east of the track along Walker Street. Between 2005 and 2009, a church replaced part of the golf course southwest of the track. After the Hollywood Park racetrack in Inglewood closed in December 2013, the track itself was changed to accommodate thoroughbred racing. Circa 2019, the Ovation at Flora Park retirement community was built south of the barns and southwest of the track on land formerly occupied by a golf course. An apartment building, townhomes, a hotel, and a shopping center were recently constructed on areas that were formerly used as parking lots for the race track.

Although Los Alamitos Race Course has sustained alterations to most, if not all, of its buildings and character-defining features, including the original race track, it retains enough integrity to convey an association with the historic period. All character-defining features remain including the grandstand, race track, and chute on the south side of the track. The Clubhouse and Annex/Burgart's are not character-defining features because these features do not retain sufficient integrity to reflect the Los Alamitos Race Course's period of significance. The period of significance for Los Alamitos Race Course is 1954, when the track was built at the current location, to 1970, which is the end of the golden age of horse racing.

4.5.4 Regulatory Setting

The following section describes the federal, State, regional, and local regulatory framework applicable to analyzing potential impacts related to cultural resources from development of the proposed project.

4.5.4.1 Federal Regulations

The National Historic Preservation Act of 1966 (NHPA). The NHPA requires that the federal government list significant historic resources on the National Register of Historic Places (National Register). Federal agencies must consult the National Register when planning to undertake or grant approval through permits for a project. Prior to the issuance of any license or implementation of any project, the federal agency must consider the effects of a project or license on any historical buildings, sites, structures, or objects that are included on, or eligible for inclusion on, the National Register (16 United States Code [USC] Section 470(f)). This typically includes consultation with the federal agency responsible for the undertaking; the State Historic Preservation Officer (SHPO); local Native American groups and individuals; local and State historical societies and organizations; and relevant archival sources, including the appropriate facility of the California Historical Resources Information System (CHRIS). A cultural resource is evaluated for eligibility for listing in the National Register according to four criteria. These criteria generally require that the resource be 50 years of age or older and significant at the local, State, or national level according to one or more of the following:

A. It is associated with events that have made a significant contribution to the broad patterns of our history;

B. It is associated with the lives of persons significant in our past;

C. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values, or that represent a significant and distinguishable entity whose components lack individual distinction; and/or

D. It has yielded, or may be likely to yield, information important to prehistory or history.

Properties that are not 50 years of age or older must have "exceptional significance" in accordance with National Register Criteria Considerations. The National Register also requires that a resource possess integrity, which is defined as "the ability of a property to convey its significance." The aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. To determine which of these factors are most important will depend on the particular National Register criterion under which the resource is considered eligible for listing.

The Native American Graves Protection and Repatriation Act (NAGPRA). The NAGPRA (Public Law 101-601; 25 USC 3001-3013) describes the rights of Native American lineal descendants, Indian tribes, and Native Hawaiian organizations with respect to the treatment, repatriation, and disposition of Native American human remains, funerary objects, sacred objects, and objects of cultural patrimony, referred to collectively in the statute as cultural items, with which they can show a relationship of lineal descent or cultural affiliation. It requires that federal agencies and museums receiving federal funds inventory holdings of Native American human remains and funerary objects and provide written summaries of other cultural items.[61]

4.5.4.2 State Regulations

***State CEQA Guidelines* Section 15064.5.** Pursuant to Section 15064.5 of the *State CEQA Guidelines*, the term "historical resource" shall include:

(1) A resource listed in, or determined to be eligible by, the State Historical Resources Commission, for listing in the California Register of Historical Resources [California Register] (Pub. Res. Code §5024.1, Title 14 California Code of Regulations [CCR], Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's

[61] National Park Service (NPS). The Native American Graves Protection and Repatriation Act (NAGPRA). Website: https://www.nps.gov/archeology/tools/laws/nagpra.htm (accessed March 2026).

determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852) including the following:

A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

B. Is associated with the lives of persons important in our past.

C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

D. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, Section 15064.5(a)(4) of the *State CEQA Guidelines* states that the fact that a resource is not listed in, or determined to be eligible for listing in the California Register, not included in a local register of historical resources (pursuant to PRC Section 5020.1(k)), or identified in an historical resources survey (meeting the criteria in PRC Section 5024.1(g)) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

Further, Section 15064.5(b) of the *State CEQA Guidelines* states that a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. A "substantial adverse change" to a historical resource "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

California Health and Safety Code (HSC) Section 7050.5. California HSC Section 7050.5 states that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the Coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the Coroner's authority. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC will identify a Native American Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

Public Resources Code Section 5097.5. PRC Section 5097.5 provides for the protection of cultural resources and prohibits the removal, destruction, injury, or defacement of archaeological features on any lands under the jurisdiction of State or local authorities.

California Register of Historical Resources (PRC Section 5020 et seq.). State law also protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources in CEQA documents. A cultural resource is an important historical resource if it meets any of the

criteria found in *State CEQA Guidelines* Section 15064.5(a). These criteria are nearly identical to those for the National Register, which are listed above under Section 4.5.4.1, Federal Regulations.

The SHPO maintains the California Register. Properties listed, or formally designated eligible for listing, on the National Register are nominated to the California Register and then selected to be listed on the California Register, as are State Landmarks and Points of Interest.

The California Register criteria are based on National Register criteria. For a property to be eligible for inclusion in the California Register, one or more of the following criteria must be met:

1. It is associated with the events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;

2. It is associated with the lives of persons important to local, California, or national history;

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; and/or

4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resource." Fifty years is used as a general estimate of time needed to develop the perspective to understand the resource's significance (California Code of Regulations [CCR] 4852[d][2]).

The California Register also requires that a resource possess integrity, which is defined as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance".[62] To retain integrity, a resource should have its original location, design, setting, materials, workmanship, feeling, and association. Which of these factors is most important depends on the particular criterion under which the resource is considered eligible for listing.[63]

4.5.4.3 Regional Regulations

There are no regional regulations that are applicable to cultural resources relevant to the proposed project.

---

62 California Office of Historic Preservation (OHP). 1999. *California Register and National Register: A Comparison (for purposes of determining eligibility for the California Register),* OHP Technical Assistance Series #6. Pg. 2.

63 Ibid.

4.5.4.4 Local Regulations

Cypress Town Center and Commons Specific Plan 3.0. The Cypress Town Center and Commons Specific Plan 3.0 does not contain any provisions related to cultural resources.

Cypress General Plan. The Conservation/Open Space/Recreation (COSR) Element of the Cypress General Plan identifies goals and policies related to cultural resources (and includes references to paleontological resources). Goal COSR-5 is to "preserve Cypress' archaeologic and palaeontologic resources."[64] COSR-5.1 and COSR-5.2 were identified as policies in order to achieve Goal COSR-5. Policy COSR-5.1 is "to update records of resource finds and locations when required"[65] and COSR-5.2 states that "[p]rior to development in previously undeveloped areas, [the City will] require strict adherence to the CEQA guidelines for environmental documentation and mitigation measures where development will affect archaeological or paleontological resources."[66]

However, the City's General Plan does not identify any historic resources and does not contain any specific policies to protect historic resources. In fact, the City's General Plan states that a record search was conducted by the Regional Information Center at UCLA on November 1, 1991, and yielded negative results for any recorded prehistoric or historic sites. This search also involved a review of maps from the years 1896–1942, which showed a high volume of development between 1942 and 1996. The City contains no National Register listed or eligible properties, or any State Landmarks.

4.5.5 Thresholds of Significance

The thresholds of significance for cultural resources impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to cultural resources if it would:

Threshold 4.5.1: Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5;

Threshold 4.5.2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5; or

Threshold 4.5.3: Disturb any human remains, including those interred outside of dedicated cemeteries.

---

64 City of Cypress. 2001. *Cypress General Plan Conservation/Open Space/Recreation Element.* September 10, 2001. Website: https://www.cypressca.org/home/showpublisheddocument/686/63612 3123792970000 (accessed March 2026).

65 Ibid.

66 Ibid.

4.5.6 Project Impacts

Threshold 4.5.1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Significant and Unavoidable Impact. The approximately 134-acre Buildout Area includes approximately 97 acres owned by the Los Alamitos Race Course (LARC). The LARC Property includes a variety of existing structures and facilities located on the LARC Property that support horse racing, training, and community activities. Structures include a race track, grandstand structure, three artificial lakes inside the race track, a one-story clubhouse and restaurant structures, lighting structures, approximately 41 permanent one-story barns and several temporary structures and barns. The LARC Property also contains parking areas, landscaping, drainage features, sheds, maintenance areas, and perimeter fencing. The LARC Property's primary structures include the Main Grandstand, Clubhouse Building, and Annex/Burgart's. The Main Grandstand, built in 1958, is a five-story, 140,000-square-foot structure standing approximately 65 feet high, with a seating capacity of 6,500 people. The Clubhouse Building, constructed in 1955, is a two-story, 35,000-square-foot structure with a capacity of 2,900 people, including an additional 25,000 square feet of patron space. The three-story Annex/Burgart's building was built between the Grandstand and the Clubhouse by 1963 and originally had a rooftop patio, which was enclosed in the 1980s. In 1976, permits were issued for alterations to the Annex/Burgart's building, which indicates that the bar and dining area were to be enlarged and a restroom and future bar were planned at ground level in the breezeway between the grandstand and clubhouse. The south elevation was extensively remodeled, including removal/replacement of all windows and enclosure of the rooftop patio. These alterations occurred outside the period of significance (post-1970).

As noted, there are a total of approximately 41 barns supporting the horse racing and training operations on the LARC Property. This includes 36 cinder block barns built in 1958, each approximately 14,000 square feet (totaling 504,000 square feet). Additionally, there are five modular-style barns built in 2013, each about 12,480 square feet (totaling 62,400 square feet). The LARC Property also features the 1,960-square-foot Horseman's Restaurant, constructed in 1999, along with various temporary structures.

As part of the EIR prepared for the 2021–2029 Cypress Housing Element Implementation Project, a Historic Resources Assessment (HRA) was prepared in October 2023. The HRA included archival research, an intensive-level field survey, and an evaluation of the LARC Property under the criteria for listing in the National Register of Historic Places (National Register) and California Register of Historical Resources (California Register). Upon these evaluations, the LARC Property was determined to be eligible for both the National Register and the California Register. These eligibilities stem from the LARC's association with the establishment and success of organized Quarter House racing in California (National Register Criterion A/California Register Criterion 1) and with Frank Vessels, Sr., who had a profound impact on quarter horse racing and breeding in California (National Register Criterion B and California Register Criterion 2). California Department of Parks and Recreation (DPR) 523 series forms recording and evaluating the site as a historic resource were prepared and are attached as an appendix to the HRA (**Appendix D**).

Subsequent to the preparation of the HRA in October 2023, an Addendum to the HRA was prepared to update and supplement the HRA in connection with the proposed project to (1) clarify the character-defining features of buildings and features that comprise LARC, as they relate to the Clubhouse and Annex/Burgart's building, (2) identify how the proposed project would impact LARC's eligibility as a historic resource, and (3) identify feasible mitigation measures to reduce the proposed project's significant environmental impacts to LARC. Based on the HRA Addendum's findings, the primary buildings and features that comprise the LARC Property are eligible for listing in the National Register and California Register under Criteria A/1 and B/2 for LARC's association with the establishment and success of organized quarter horse racing in California (A/1) and Frank Vessels, Sr (B/2). As such, the LARC Property is considered a "historical resource" for the purposes of CEQA. The HRA identified the LARC character-defining features as (1) the grandstand, (2) the 1954 quarter-mile chute, and (3) the pre-1970 track, with a period of significance of 1954 to 1970. The Clubhouse and Annex/Burgart's building are not character-defining features or part of the historical resource because these features do not retain sufficient integrity to reflect the property's period of significance. According to the integrity analysis performed as part of the HRA Addendum, the cumulative changes to the Clubhouse, particularly the replacement of original windows, removal of trim, and modifications to the north and south elevations, have diminished the integrity of design, materials, and workmanship associated with its original appearance. As a result, the Clubhouse is not considered a character-defining feature of LARC. In addition, due to the alterations and resulting low integrity of design, materials, workmanship, and feeling, the Annex/Burgart's building is not a character-defining feature of LARC.

Actions that result in the diminishment of any of the character-defining features of the LARC Property, such as removal or alteration, could result in a significant impact under CEQA. The proposed project evaluated in this Draft EIR assumes that development of the land uses allowed by the Specific Plan within the Buildout Area would require the demolition and removal of all or a substantial portion of the existing improvements associated with the LARC Property, including all of the character-defining features as well as the Clubhouse and Annex/Burgart's building, accessory buildings, barns and structures and three artificial lakes. The demolition of the grandstand, chute, and track would be a potentially significant impact.

Based on *State CEQA Guidelines* Section 15064.5(b), the proposed project would have a significant impact on historical resources if it would cause a substantial adverse change in the significance of a historical resource. Historical resources include properties eligible for listing on the National Register, the California Register, or a local register or survey of historical resources. In addition, as described in *State CEQA Guidelines* Section 15064.5, "substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." Demolition is considered a material impairment of the historical resource, and no feasible mitigation measures are available to fully mitigate the demolition of a historical resource to a less than significant level. However, implementation of mitigation measures could reduce significant adverse impacts but not completely mitigate or avoid the significant impact. If the historical significance of the building is thoroughly documented, well photographed, and publicly available, the demolition of the building would have a reduced impact on the historical significance of the building, though the impact would still be significant. Implementation of **Mitigation Measures**

CUL-1 through **CUL-3**, below, which requires that photographs and memorabilia, including brochures, promotional flyers, marketing materials, special events announcements, and the like (or copies of the same) be available to a local library or an Orange County-based historical society, a historical marker or the Vessels' name, the track logo, racing terminology, and/or the names or likenesses (e.g., statuary, wall or garden art, and photographs) of noteworthy Quarter Horses, and documentation of the historic resource in accordance with the Historic American Building Survey (HABS) standards, would reduce, but not avoid, adverse impacts to the historical resource.

Mitigation Measure CUL-1 Prior to demolition activities of any character-defining features, the owner of Los Alamitos Race Course, or subsequent project proponents, shall make photographs and memorabilia, including brochures, promotional flyers, marketing materials, special events announcements and the like (or copies of the same) available to a local library or an Orange County-based historical society:

a. For use in an exhibit(s) about horse racing, quarter horses, Frank Vessels, Sr., the Vessels family, pari-mutuel betting and/or the history of Cypress; and/or

b. To be part of a permanent archive for research purposes.

Mitigation Measure CUL-2 Require future development on portions of the Los Alamitos Race Course property to incorporate one or more of the following:

a. A historical marker that provides information about Frank Vessels, Sr. and Los Alamitos Race Course. The marker should be clearly visible and accessible to the public.

b. The Vessels' name, the track logo, racing terminology, and/or the names or likenesses (e.g., statuary, wall or garden art, and photographs) of noteworthy Quarter Horses (such as *Clabber, Go Man Go,* or *Moonist*).

Mitigation Measure CUL-3 Prior to, or in conjunction with, approval of any demolition or development permits that involves the destruction of any portion of the Los Alamitos Race Course property, the Project Applicant should be required to commission documentation of the property in the form of Historic American Building Survey (HABS)-like documentation that complies with the *Secretary of the Interior's Standards for Architectural and Engineering Documentation* (NPS 1990), if any of the character-defining features as identifies are still present. The documentation should generally follow the HABS Level III requirements and include digital photographic recordation of the complex, a detailed historic narrative report, and compilation of historic research. Photographic documentation should include:

- General views of the site and landscape as a whole
- Photographs of the 550-yard chute, track, and winner's circle
- Photographs of each exterior elevation of all buildings and structures in the complex
- Photographs of the interior of the Grandstand.

The documentation should be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History (NPS 1983). The original archival-quality documentation shall be offered as donated material to the following entities: South Central Coastal Information Center at CSU Fullerton, Preserve Orange County, the Orange County Historical Society and other repositories to be determined such as local libraries and the American Quarter Horse Association Hall of Fame.

Because implementation of the proposed project would demolish the character-defining features of the LARC Property, implementation of the proposed project would result in a substantial adverse change to a historic architectural resource under CEQA. Implementation of **Mitigation Measures CUL-1** through **CUL-3** would require documenting the character-defining features of LARC Property, but it would not avoid demolition of the character-defining features; therefore, impacts to built-environment historic resources as defined in *State CEQA Guidelines* Section 15064.5 would be significant and unavoidable.

Threshold 4.5.2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact. As previously discussed, no known archaeological resources exist within the Buildout Area, as determined by the record search performed for the Cypress City Center Project, which included the Buildout Area. Although no cultural resources have been identified within the Buildout Area, according to the Geotechnical Investigation,[67] the Buildout Area is underlain by 3–5 feet of fill material on top of native alluvial soils. Undisturbed native alluvial soils may contain previously unknown archaeological resources.

Implementation of the proposed project would facilitate the development of up to 1,791 additional residential units and approximately 440,000 square feet of non-residential development within the Buildout Area. Future construction facilitated by the proposed project would include ground disturbing activities including grading and excavation. Ground-disturbing activity into the native alluvial soils associated with project implementation has the potential to unearth previously unknown archaeological deposits or resources, resulting in a potential substantial adverse change in

[67] Geotechnologies, Inc. 2024. *Environmental Impact Report Soils and Geology Issues, Proposed Mixed-Use Development, 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California.* May 2. (**Appendix F**)

the significance of a unique archaeological resource, as defined in *State CEQA Guidelines* Section 15064.5.

However, future development facilitated under the proposed project would be required to adhere to **Regulatory Compliance Measure CUL-1**, which details provisions in the event that unknown cultural resources are discovered during ground-disturbing construction activities, consistent with the California Code of Regulations (CCR) Section 15064.5(e) and State Health and Safety Code Section 7050.5.

Regulatory Compliance Measure CUL-1	**Unknown Archaeological Resources.** In the event that archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist from the Orange County List of Qualified Archaeologists has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code (PRC). A future project applicant and its construction contractor shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. Any found deposits shall be treated in accordance with federal, State and local guidelines, including those set forth in PRC Section 21083.2. Prior to commencement of grading activities, the Director of the City of Cypress (City) Community Development Department, or designee, shall verify that all project grading and construction plans include specific requirements regarding California PRC (Section 21083.2[g]) and the treatment of archaeological resources as specified above.

Implementation of **Regulatory Compliance Measure CUL-1** would ensure that: (1) if archaeological cultural resources are identified during excavation, these would be evaluated, documented, and studied in accordance with standard archaeological practice, and (2) archaeological deposits and human remains would be treated in a culturally appropriate manner and in accordance with appropriate State codes and regulations. Therefore, implementation of the proposed project would result in less than significant impacts related to archaeological resources.

Threshold 4.5.3: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. There are no known human remains on the project site. However, as previously discussed, future construction facilitated by the proposed project would include ground disturbing activities including grading and excavation. Ground-disturbing activity associated with project implementation has the potential to disturb previously unknown human remains.

In the event that human remains are identified during future ground-disturbing activities, these remains would be treated in accordance with Section 7050.5 of the California Health and Safety Code and PRC Section 5097.98, as detailed in **Regulatory Compliance Measure CUL-2**. Section 7050.5 of the California Health and Safety Code states that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance within 50 feet of the find or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the Coroner's authority. If the human remains are of Native American origin, the coroner must notify the NAHC within 24 hours of this identification. The NAHC will identify an MLD to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

Regulatory Compliance Measure CUL-2

Human Remains. In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and non-destructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City of Cypress shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. Prior to the issuance of grading permits, the Director of the City of Cypress Community Development

Department, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.

PRC Section 5097.98 states that the NAHC, upon notification of the discovery of Native American human remains pursuant to Health and Safety Code Section 7050.5, shall immediately notify those persons it believes to be descended from the deceased (i.e., the Most Likely Descendant or "MLD"). With permission from the landowner or a designated representative, the MLD may inspect the remains and any associated cultural materials and make recommendations for treatment or disposition of the remains and associated grave goods. The MLD shall provide recommendations or preferences for treatment of the remains and associated cultural materials within 48 hours of being granted access to the site.

In addition, as discussed in Section 4.18, Tribal Cultural Resources, the proposed project would be required to implement **Mitigation Measures TCR-1** and **TCR-4**, which detail provisions for the treatment of Native American human remains and associated funerary objects, if encountered during project construction.

Future development facilitated by the proposed project would be required to comply with the appropriate procedures required under State law, as detailed in **Regulatory Compliance Measure CUL-2,** and the provisions detailed in **Mitigation Measures TCR-3** and **TCR-4** for the treatment of human remains in order to ensure that descendant communities have significant input in the treatment and final disposition of human remains, if encountered at the project site during future development activities. Therefore, implementation of the proposed project would result in less than significant impacts related to human remains.

4.5.7 Level of Significance Prior to Mitigation

Impacts on historic resources with implementation of the proposed project would be potentially significant.

4.5.8 Regulatory Compliance Measures and Mitigation Measures

4.5.8.1 Regulatory Compliance Measures

Future development facilitated under the proposed project would be required to adhere to the following regulatory compliance measures.

Regulatory Compliance Measure CUL-1 **Unknown Archaeological Resources.** In the event that archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist from the Orange County List of Qualified Archaeologists has evaluated the find in accordance with federal, State, and local guidelines to determine

whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code (PRC). A future project applicant and its construction contractor shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. Any found deposits shall be treated in accordance with federal, State and local guidelines, including those set forth in PRC Section 21083.2. Prior to commencement of grading activities, the Director of the City of Cypress (City) Community Development Department, or designee, shall verify that all project grading and construction plans include specific requirements regarding California PRC (Section 21083.2[g]) and the treatment of archaeological resources as specified above.

Regulatory Compliance Measure CUL-2

Human Remains. In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and non-destructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City of Cypress shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. Prior to the issuance of grading permits, the Director of the City of Cypress Community Development Department, or designee, shall verify that

all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.

4.5.8.2 Mitigation Measures

The proposed project would be required to implement the following mitigation measures.

Mitigation Measure CUL-1 Prior to demolition activities of any character-defining features, the owner of Los Alamitos Race Course, or subsequent project proponents, shall make photographs and memorabilia, including brochures, promotional flyers, marketing materials, special events announcements and the like (or copies of the same) available to a local library or an Orange County-based historical society:

a. For use in an exhibit(s) about horse racing, quarter horses, Frank Vessels, Sr., the Vessels family, pari-mutuel betting and/or the history of Cypress; and/or

b. To be part of a permanent archive for research purposes.

Mitigation Measure CUL-2 Require future development on portions of the Los Alamitos Race Course property to incorporate one or more of the following:

a. A historical marker that provides information about Frank Vessels, Sr. and Los Alamitos Race Course. The marker should be clearly visible and accessible to the public.

b. The Vessels' name, the track logo, racing terminology, and/or the names or likenesses (e.g., statuary, wall or garden art, and photographs) of noteworthy Quarter Horses (such as *Clabber, Go Man Go,* or *Moonist*).

Mitigation Measure CUL-3 Prior to, or in conjunction with, approval of any demolition or development permits that involves the destruction of any portion of the Los Alamitos Race Course property, the Project Applicant should be required to commission documentation of the property in the form of Historic American Building Survey (HABS)-like documentation that complies with the *Secretary of the Interior's Standards for Architectural and Engineering Documentation* (NPS 1990), if any of the character-defining features as identifies are still present. The documentation should generally follow the HABS Level III requirements and include digital photographic recordation of the complex, a detailed historic narrative report, and compilation of historic research. Photographic documentation should include:

- General views of the site and landscape as a whole
- Photographs of the 550-yard chute, track, and winner's circle
- Photographs of each exterior elevation of all buildings and structures in the complex
- Photographs of the interior of the Grandstand.

The documentation should be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History (NPS 1983). The original archival-quality documentation shall be offered as donated material to the following entities: South Central Coastal Information Center at CSU Fullerton, Preserve Orange County, the Orange County Historical Society and other repositories to be determined such as local libraries and the American Quarter Horse Association Hall of Fame.

4.5.9 Level of Significance after Mitigation

Even with implementation of **Mitigation Measures CUL-1** through **CUL-3**, the proposed project would result in a significant and unavoidable impact related to the substantial adverse change of a historical resource. No other feasible mitigation measures have been identified to reduce this impact to less than significant.

4.5.10 Cumulative Impacts

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 reasonably foreseeable projects in an area of interest. The cumulative impact area for cultural resources is the North Orange County region, including the City of Cypress. Potential impacts of the proposed project to unknown cultural resources, when combined with other past, current, and reasonably foreseeable projects in the city, including the related projects identified in **Table 4.A: Summary of Related Projects** and **Figure 4.1**, in Chapter 4.0, Existing Setting, could contribute to a cumulatively significant impact due to the overall loss of cultural resources in the region, including historical resources.

Each development proposal received by the City is required to undergo individual environmental review pursuant to CEQA. Furthermore, impacts of other projects on cultural resources are generally site-specific because they result from ground -disturbing activities that would require a site-specific impact analysis to determine the nature and extent of the resources and identify appropriate mitigation measures that would reduce or avoid significant impacts. Similar to the proposed project, ground disturbance associated with related projects could result in potentially significant impacts on previously unidentified archaeological sites and associated human remains that may be unearthed.

When the City considers future development proposals, both within the Buildout Area and citywide, these proposals would undergo environmental review pursuant to CEQA and when necessary, mitigation measures would be adopted as appropriate. In most cases, this environmental review and compliance with project conditions of approval and relevant policies of the General Plan would ensure that significant impacts on cultural resources would be avoided or otherwise mitigated to less than significant levels. Moreover, some of the related projects identified in **Table 4.A**, which included ground disturbing activities associated with construction of the related projects, have undergone environmental review pursuant to CEQA, which included an analysis of potential impacts on cultural resources, including historical resources. According to the EIRs prepared for the Shea Properties Mixed Use Development Project (Related Project 1), Melia Homes -Citrus Square Project (Related Project 2), and the Los Alamitos Medical Center Project (Related Project 7), impacts on cultural resources with implementation of the projects would be less than significant with implementation of measures similar to **Regulatory Compliance Measures CUL-1** and **CUL-2** that would ensure there are no impacts to unknown cultural resources during construction. Further, the EIRs determined that cumulative impacts related to cultural resources would be less than significant. In addition, Goodman Commerce Center and the 5665 Plaza Drive Projects (Related Project 3) were analyzed in an Initial Study/Mitigated Negative Declaration (IS/MND) in 2023 and an EIR in 2024, respectively, which determined that all impacts on cultural resources would also be less than significant with implementation of measures similar to **Regulatory Compliance Measures CUL-1** and **CUL-2.** In addition, none of the above referenced related projects included the demolition of historical resources or resulted in the substantial adverse change in the significance of historic resources. The Sycamore Creek Charter School Project (Related Project 6) and 4562 Katella Avenue Project (Related Project 8) were determined to be exempt from CEQA review under Section 15332 of the *State CEQA Guidelines* (for infill development) and Notices of Exemption (NOEs) were prepared. In order for a project to be exempt under Section 15332 of the *State CEQA Guidelines*, the project must not result in impacts on historical resources. As such, development of the related projects in combination with the proposed project would not result in significant impacts on cultural resources. The LTP Modern Machine Project (Related Project 5) and 8561 Belmont Street Project (Related Project 4) would also be required to undergo environmental review pursuant to CEQA, which would include an analysis of potential impacts on cultural resources and the identification of any mitigation measures to reduce potential impacts, if necessary.

Built Historic Resources: The cumulative context for built historic resources is both the City of Cypress as well as quarter horse racing tracks in California. As identified in the 2023 HRA and 2025 Addendum, LARC is eligible for listing in the California Register and National Register under Criteria A/1 and B/2 for its association with the establishment of organized quarter horse racing in California and its connection to Frank Vessels, Sr. The Grandstand, oval track, and 550-yard chute are the property's primary character-defining features that retain integrity from the period of significance (1954–1970). Although the Clubhouse and Annex/Burgart's buildings have been altered and no longer contribute to the resource's significance, demolition of the race course would remove the physical features that embody its historic association and setting. Regionally, the loss of comparable facilities such as the Hollywood Park racetrack in Los Angeles County and the Bay Meadows racetrack in San Mateo County has already diminished the State's inventory of mid-century equestrian and recreational landmarks; therefore, demolition of the LARC would incrementally

contribute to this cumulative loss of significant resources. Cumulative impacts would be cumulatively considerable.

Even with the implementation of **Mitigation Measures CUL-1** through **CUL-3**, which includes HABS-level documentation, archival research, and interpretive elements commemorating Frank Vessels, Sr. and the history of quarter horse racing, the project's contribution to cumulative impacts on historic resources would remain cumulatively considerable and therefore significant and unavoidable under *State CEQA Guidelines* Sections 15064(h) and 15130. The demolition of all character-defining features would constitute a substantial adverse change in the significance of a historical resource pursuant to PRC Sections 5020.1(q) and 21084.1. While mitigation would preserve historical information and interpretive value, it would not prevent the permanent loss of the physical features that convey LARC's historic identity; as such, the project would result in a significant cumulative impact on historic resources that cannot be reduced to a less than significant level.

Buried Archeological Resources: Ground disturbance associated with future development facilitated by the proposed project could result in a potentially significant impact to cultural resources if previously undiscovered cultural resources are unearthed during ground-disturbing activity. However, future development facilitated under the proposed project would be required to adhere to **Regulatory Compliance Measures CUL-1** and **CUL-2,** which would ensure less than significant impacts on cultural resources.

Thus, there is low potential for the proposed project to contribute to a significant cumulative impact associated with the significance of an archaeological resource or human remains pursuant to Section 15064.5 of the *State CEQA Guidelines*. Collectively, recent past, approved, and probable future projects that may occur in the vicinity, including the proposed project, would not result in a cumulative increase in impacts on archaeological resources or human remains, because these resources would be avoided or otherwise removed, analyzed, and reported (i.e., by a qualified archaeologist).

This page intentionally left blank

4.6 ENERGY

This section evaluates the potential impacts on energy resources from implementation of the proposed Specific Plan 3.0 Buildout Project (proposed project), with particular emphasis on whether the proposed project would result in the wasteful, inefficient, or unnecessary consumption of energy resources or conflict with any applicable plans for renewable energy and energy efficiency.

4.6.1 Scoping Process

The City of Cypress (City) received six comment letters during the public review period of the Notice of Preparation (NOP). For a copy of the NOP comment letters, refer to **Appendix A** of this Draft Environmental Impact Report (Draft EIR). One of the comment letters, from the South Coast Air Quality Management District (SCAQMD), included comments related to energy consumption.

4.6.2 Methodology

The energy use analysis presented in this section is based on modeling conducted using the California Emissions Estimator Model (CalEEMod) version 2022.1. Modeling results are provided in **Appendix B** of this Draft EIR.

Operational fuel consumption (gasoline and diesel) associated with vehicle trips was estimated using project trip generation assumptions incorporated into CalEEMod and fuel efficiency factors from the California Air Resources Board (CARB) EMFAC2025 model. The CalEEMod analysis assumed full buildout of the proposed project, consisting of up to 1,791 additional residential units and 440,000 square feet of non-residential development. Default CalEEMod assumptions for electricity and natural gas consumption were applied to estimate building energy use.

Construction-related fuel consumption, including fuel use from construction equipment, haul trucks, vendor trips, and worker commute trips, was also estimated using CalEEMod trip outputs combined with fuel efficiency factors from the CARB EMFAC2025 model.

Consistent with Appendix F of the *State CEQA Guidelines*, the analysis evaluates four primary energy sources relevant to the proposed project: electricity, natural gas, construction-related fuel, and operational vehicle fuel. To provide regional context, projected project energy consumption is compared to overall energy use within Orange County where applicable. Electricity and natural gas consumption are reported as annual totals based on CalEEMod default building energy assumptions, while construction and operational transportation fuel use are quantified based on modeled trip activity over the applicable analysis periods.

Operational transportation energy use was estimated using the net project trip generation assumptions incorporated into the CalEEMod model to quantify future gasoline and diesel consumption. This analysis represents a conservative estimate of project-related energy demand because existing on-site energy consumption associated with the current operations, including building energy use, lighting, and fuel consumption, was not quantified or deducted from the future energy use totals.

4.6.3 Existing Environmental Setting

4.6.3.1 Electricity

Electricity is a manmade resource. The production of electricity requires the consumption or conversion of energy resources (including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources) into energy. Electricity is used for a variety of purposes (e.g., lighting, heating, cooling, and refrigeration, and for operating appliances, computers, electronics, machinery, and public transportation systems).

According to the most recent data available, in 2023, California's electricity was generated primarily by renewable sources (56.1 percent), natural gas (43.7 percent), large hydroelectric (12.6 percent), nuclear (8.2 percent), coal (less than 1.0 percent), and other unspecified sources. Total electric generation in California in 2023 was 281,140 gigawatt-hours (GWh), down 2.1 percent from the 2022 total generation of 287,220 GWh.[1]

The Buildout Area is within the service territory of Southern California Edison (SCE). Approximately 49 percent of SCE's power is estimated to come from carbon-free sources, including wind and solar, along with other carbon-free sources such as large hydroelectric and nuclear power.[2] SCE provides electricity to more than 15 million people in a 50,000 square mile area of Central, Coastal, and Southern California.[3] According to the California Energy Commission (CEC), total electricity consumption in the SCE service area in 2024 was 79,341 GWh. Total electricity consumption in Orange County in 2024 was 19,225 GWh (19,225,000,000 kilowatt-hours [kWh]).[4] Existing electricity consumption in the Buildout Area is associated with the existing race course and stables; however, the existing electricity consumption associated with the land uses in the Buildout Area is unknown and has not been quantified or included as part of this analysis.

4.6.3.2 Natural Gas

Natural gas is a nonrenewable fossil fuel. Fossil fuels are formed when layers of decomposing plant and animal matter are exposed to intense heat and pressure under the surface of the Earth over millions of years. Natural gas is a combustible mixture of hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas is found in naturally occurring reservoirs in deep underground rock formations. Natural gas is used for a variety of uses (e.g., heating buildings, generating electricity, and powering appliances such as stoves, washing machines and dryers, gas fireplaces, and gas grills).

---

1 California Energy Commission (CEC). 2023. *2023 Total System Electric Generation*. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2023-total-system-electric-generation (accessed October 2025).

2 Southern California Edison (SCE). 2024. Southern California Edison Fact Sheet. October 16.

3 Southern California Edison (SCE). n.d. About Us. Website: https://www.sce.com/about-us/who-we-are (accessed October 2025).

4 California Energy Commission (CEC). 2025a. California Electricity Consumption Dashboard. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0 (accessed October 2025).

Natural gas consumed in California is used for electricity generation (45 percent), residential uses (21 percent), industrial uses (25 percent), and commercial uses (9 percent). California continues to depend on out-of-state imports for nearly 90 percent of its natural gas supply.[5]

The Southern California Gas Company (SoCalGas) is the natural gas service provider for the Buildout Area. SoCalGas provides natural gas to approximately 21.8 million people in a 24,000 sq mi service area throughout Central and Southern California, from Visalia to the Mexican border.[6] According to the CEC, total natural gas consumption in the SoCalGas service area in 2024 was 4,959 million therms.[7] Total natural gas consumption in Orange County in 2024 was 561.7 million therms.[8] Existing natural gas consumption in the Buildout Area is associated with the existing Race Course; however, the existing natural gas consumption has not been quantified as part of this analysis.

4.6.3.3 Petroleum/Transportation Energy

Petroleum is also a non-renewable fossil fuel. Petroleum is a thick, flammable, yellow-to-black mixture of gaseous, liquid, and solid hydrocarbons that occurs naturally beneath the earth's surface. Petroleum is primarily recovered by oil drilling. It is refined into a large number of consumer products, primarily fuel oil, gasoline, and diesel.

Gasoline is the most used transportation fuel in California, with 97 percent of all gasoline being consumed by light-duty cars, pickup trucks, and sport utility vehicles. According to the most recent data available, in 2021, total gasoline consumption in California was 289,918 thousand barrels (12.2 billion gallons) or 1,464.7 trillion British Thermal Units (BTU).[9] Of the total gasoline consumption, 273,289 thousand barrels (11.5 billion gallons) or 1,380.7 trillion BTU were consumed for transportation.[10] Diesel fuel is the second largest transportation fuel used in California, representing 17 percent of total fuel sales behind gasoline. In 2024, 3.5 billion gallons of diesel (including offroad diesel) was sold in California.[11] Based on fuel consumption obtained from CARB's California Emissions Factor Model, Version 2025 (EMFAC2025), approximately 1,003.9 million gallons of gasoline and approximately 170.5 million gallons of diesel will be consumed from vehicle trips in Orange County in 2025. Gasoline and diesel fuel consumption in the Buildout Area is

5 California Energy Commission (CEC). 2021. Supply and Demand of Natural Gas in California. Website: https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california (accessed October 2025).

6 Southern California Gas Company (SoCalGas). 2020. About SoCalGas. Website: https://www.socalgas.com/about-us (accessed October 2025).

7 California Energy Commission (CEC). 2025b. Natural Gas Consumption Dashboard. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1 (accessed October 2025).

8 Ibid.

9 United States Energy Information Administration (EIA). 2022. California State Profile and Energy Estimates, Data. Website: www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_mg.html&sid=CA (accessed September 2025).

10 Ibid.

11 California Energy Commission (CEC). n.d. Diesel Fuel Data, Facts, and Statistics. Website: https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/diesel-fuel-data-facts-and-statistics (accessed January 2026).

associated with employee, horse trainer, and attendee vehicle trips associated with the existing Race Course. The existing gasoline and diesel fuel consumption within the Buildout Area was not quantified as part of this analysis; however, the existing trips were included in the proposed project's estimated trip generation.

4.6.4 Regulatory Setting

Federal and State agencies regulate energy use and consumption through various means and programs. On the federal level, the United States Department of Transportation, the United States Department of Energy, and the United States Environmental Protection Agency are three federal agencies with substantial influence over energy policies and programs. Generally, federal agencies influence and regulate transportation energy consumption through establishment and enforcement of fuel economy standards for automobiles and light trucks, through funding of energy-related research and development projects, and through funding for transportation infrastructure improvements. On the State level, the California Public Utilities Commission (CPUC) and the CEC are two agencies with authority over different aspects of energy.

The CPUC regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies and serves the public interest by protecting consumers and ensuring the provision of safe, reliable utility service and infrastructure at reasonable rates, with a commitment to environmental enhancement and a healthy California economy.

The CEC is the State's primary energy policy and planning agency. The CEC forecasts future energy needs, promotes energy efficiency, supports energy research, develops renewable energy resources, and plans for/directs State response to energy emergencies. The applicable federal, State, regional, and local regulatory framework is discussed below.

4.6.4.1 Federal Regulations

Energy Policy Act of 2005. The Energy Policy Act of 2005 seeks to reduce reliance on nonrenewable energy resources and provides incentives to reduce current demand on these resources. For example, under this Act, consumers and businesses can obtain federal tax credits for purchasing fuel-efficient appliances and products (including hybrid vehicles), building energy-efficient buildings, and improving the energy efficiency of commercial buildings. Additionally, tax credits are available for the installation of qualified fuel cells, stationary microturbine power plants, and solar power equipment.

Corporate Average Fuel Economy Standards. On March 31, 2022, the National Highway Traffic Safety Administration (NHTSA) finalized the CAFE standards for Model Years 2024–2026 Passenger Cars and Light Trucks. The amended CAFE standards would require an industry wide fleet average of approximately 49 mpg for passenger cars and light trucks in model year 2026, by increasing fuel efficiency by 8 percent annually for model years 2024–2025, and 10 percent annually for model year 2026. The final standards are estimated to save about 234 billion gallons of gasoline between model years 2030 to 2050. Heavy-duty pickup truck and van fuel efficiency will increase 10 percent per year for model years 2030–2032 and 8 percent per year for model years 2033–2035.

4.6.4.2 State Regulations

Executive Order B-55-18. EO) B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." EO B-55-18 directs the CARB to work with relevant State agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO_2e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

Executive Order B-48-18. In January 2018, Governor Brown signed EO B-48-18 requiring all State entities to work with the private sector to have at least 5 million zero emission vehicles (ZEVs) on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 electric vehicle charging stations by 2025. It specifies that 10,000 of the electric vehicle charging stations should be direct current fast chargers. This order also requires all State entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor's Office of Business and Economic Development is required to publish a Plug-in Charging Station Design Guidebook and update the 2015 Hydrogen Station Permitting Guidebook to aid in these efforts. All State entities are required to participate in updating the 2016 Zero-Emissions Vehicle Action Plan to help expand private investment in ZEV infrastructure with a focus on serving low-income and disadvantaged communities. Additionally, all State entities are to support and recommend policies and actions to expand ZEV infrastructure at residential land uses, through the LCFS Program, and recommend how to ensure affordability and accessibility for all drivers.

Executive Order N-79-20. EO N-79-20, which was signed by the Governor on September 23, 2020, sets the following goals for the State: 100 percent of in-state sales of new passenger cars and trucks shall be zero-emission by 2035; 100 percent of medium- and heavy-duty vehicles in the State shall be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks; and 100 percent of off-road vehicles and equipment in the State shall be zero-emission by 2035, where feasible.

Assembly Bill 1575, Warren-Alquist Act. In 1975, largely in response to the oil crisis of the 1970s, the State Legislature adopted Assembly Bill (AB) 1575 (also known as the Warren-Alquist Act), which created the CEC. The statutory mission of the CEC is to forecast future energy needs; license power plants of 50 megawatts (MW) or larger; develop energy technologies and renewable energy resources; plan for and direct State responses to energy emergencies; and, perhaps most importantly, promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code (PRC) Section 21100(b)(3) and *State CEQA Guidelines* Section 15126.4 to require EIRs to include, where relevant, mitigation measures proposed to minimize the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Thereafter, the State Resources Agency created Appendix F to the *State CEQA Guidelines*. Appendix F assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. Appendix F of the *State CEQA Guidelines* also states that the goal of conserving energy implies the wise and efficient use of energy and the means of achieving this goal, including (1) decreasing overall per

capita energy consumption; (2) decreasing reliance on fossil fuels such as coal, natural gas, and oil; and (3) increasing reliance on renewable energy sources.

Senate Bill 1389, Energy: Planning and Forecasting. In 2002, the State Legislature passed Senate Bill (SB) 1389, which required the CEC to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels, known as the Integrated Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for ZEVs and their infrastructure needs, and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

In compliance with the requirements of SB 1389, the CEC adopts an Integrated Energy Policy Report every 2 years and an update every other year. The most recently adopted report includes the *2024 Integrated Energy Policy Report Update*.[12] The *2024 Integrated Energy Policy Report Update* covers a broad range of topics, including decarbonizing buildings, energy efficiency, energy equity, integrating renewable energy, updates on electricity reliability, climate adaptation activities for the energy sector, natural gas assessment, transportation energy demand forecast, and the California Energy Demand Forecast. The *2024 Integrated Energy Policy Report Update* provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs.

Senate Bill 350 (2015) Clean Energy and Pollution Reduction Act. SB 350, signed by Governor Jerry Brown on October 7, 2015, updates and enhances AB 32 by introducing the following set of objectives in clean energy, clean air, and pollution reduction for 2030:

- Raise California's renewable portfolio standard from 33 percent to 50 percent; and
- Increasing energy efficiency in buildings by 50 percent by the year 2030.

The 50 percent renewable energy standard will be implemented by the California Public Utilities Commission for the private utilities and by the California Energy Commission for municipal utilities. Each utility must submit a procurement plan showing it will purchase clean energy to displace other non-renewable resources. The 50 percent increase in energy efficiency in buildings must be achieved through the use of existing energy efficiency retrofit funding and regulatory tools already available to State energy agencies under existing law. The addition made by this legislation requires State energy agencies to plan for and implement those programs in a manner that achieves the energy efficiency target.

Renewable Portfolio Standard. SB 1078 established the California Renewable Portfolio Standards program in 2002. SB 1078 initially required that 20 percent of electricity retail sales be served by renewable resources by 2017; however, this standard has become more stringent over time. In

[12] California Energy Commission (CEC). 2024. *2024 Integrated Energy Policy Report Update.* Docket Number 24-IEPR-01.

2006, SB 107 accelerated the standard by requiring that the 20 percent mandate be met by 2010. In April 2011, SB 2 required that 33 percent of electricity retail sales be served by renewable resources by 2020. In 2015, SB 350 established tiered increases to the Renewable Portfolio Standards of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. In 2018, SB 100 increased the requirement to 60 percent by 2030 and required that all the State's electricity come from carbon-free resources by 2045. SB 100 took effect on January 1, 2019.[13]

Assembly Bill 1279. AB 1279 was signed in September 2022 and codifies the State goals of achieving net carbon neutrality by 2045 and maintaining net negative greenhouse gas (GHG) emissions thereafter. This bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels by 2045 and directs CARB to work with relevant State agencies to achieve these goals.

California Energy Code. Energy consumption by new buildings in California is regulated by the Building Energy Efficiency Standards in Part 6 of Title 24 of the California Code of Regulations (CCR), known as the Energy Code. The CEC first adopted the Building Energy Efficiency Standards for Residential and Nonresidential Buildings in 1978 in response to a legislative mandate to reduce energy consumption in the State. The Energy Code is updated every 3 years, with the most recent update consisting of the 2025 Energy Code that became effective January 1, 2026. The efficiency standards apply to both new construction and rehabilitation of both residential and nonresidential buildings, and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local building permit process. Local government agencies may adopt and enforce energy standards for new buildings, provided these standards meet or exceed those provided in the Energy Code.

California Green Building Standards Code (CALGreen Code). In 2010, the California Building Standards Commission (CBSC) adopted Part 11 of the Title 24 Building Energy Efficiency Standards, referred to as the California Green Building Standards Code (CALGreen Code). The CALGreen Code took effect on January 1, 2011. The CALGreen Code is updated on a regular basis, with the most recent update consisting of the 2025 CALGreen Code standards that became effective January 1, 2023. The CALGreen Code establishes mandatory measures for residential and nonresidential building construction and encourages sustainable construction practices in the following five categories: (1) planning and design, (2) energy efficiency, (3) water efficiency and conservation, (4) material conservation and resource efficiency, and (5) indoor environmental quality. The mandatory measures are enforced through the local building permit process. Although the CALGreen Code was adopted as part of the State's efforts to reduce GHG emissions, the CALGreen Code standards have co-benefits of reducing energy consumption from residential and nonresidential buildings subject to the standard.

Appliance Efficiency Regulations. Appliance Efficiency Regulations set minimum energy and water performance standards for products like refrigerators, lighting, and air conditioners, driven by the CEC (Title 20), complementing federal rules, to promote efficiency and reduce energy use.

[13] California Public Utilities Commission (CPUC). 2019. Renewables Portfolio Standard Program. Website: cpuc.ca.gov/rps (accessed September 2025).

California Energy Efficiency Strategic Plan. On September 18, 2008, the CPUC adopted California's first Long-Term Energy Efficiency Strategic Plan, presenting a roadmap for energy efficiency in California. The Strategic Plan was updated in 2011. The plan articulates a long-term vision and goals for each economic sector and identifies specific near-term, mid-term, and long-term strategies to assist in achieving those goals. The Plan also reiterates the following four specific programmatic goals known as the "Big Bold Energy Efficiency Strategies" that were established by the CPUC in Decisions D.07-10-032 and D.07-12-051:

- All new residential construction will be zero net energy (ZNE) by 2020.
- All new commercial construction will be ZNE by 2030.
- 50 percent of commercial buildings will be retrofitted to ZNE by 2030.
- 50 percent of new major renovations of State buildings will be ZNE by 2025.

Low Carbon Fuel Standard and Advanced Clean Cars. EO S-01-07 established a low carbon fuel standard (LCFS) with a Statewide goal to be established to reduce the carbon intensity of California's transportation fuels that applies to all refiners, blenders, producers, or importers ("Providers") of transportation fuels in California, including fuels used by off-road construction equipment. CARB approved amendments in 2018 to readjust carbon intensity benchmarks to meet California's 2030 GHG reductions targets under SB 32. These amendments include opportunities to promote zero emission vehicle (ZEV) adoption, carbon capture and sequestration, and advanced technologies for decarbonization of the transportation sector.

4.6.4.3 Regional Regulations

Southern California Association of Governments. On April 4, 2024, the Southern California Association of Governments (SCAG) adopted Connect SoCal—the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024) for the SCAG region.[14] In general, Connect SoCal 2024 outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce vehicle miles traveled from automobiles and light-duty trucks and thereby reduce GHG emissions from these sources. For the SCAG region, CARB has set GHG reduction targets at 19 percent below 2005 per capita emissions levels by 2035. Connect SoCal 2024 lays out a strategy for the region to meet these targets. Overall, Connect SoCal 2024 is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets. Land use strategies to achieve the region's targets include planning for new growth around high-quality transit areas and livable corridors, and creating neighborhood mobility areas to integrate land use and transportation and plan for more active lifestyles.[15] However, local General Plans, Specific Plans, or zoning are not required to be consistent with Connect SoCal 2024; SCAG is required to consider local land use controls when drafting the RTP/SCS.

[14] Southern California Association of Governments (SCAG). 2024. Connect SoCal 2024: The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments. Website: https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf (accessed October 2025).

[15] Ibid.

California Gas Report. The California Gas Report presents a comprehensive outlook on natural gas requirements and supplies for California, as well as historical gas supply and recorded gas requirements for the previous five years. A comprehensive report is prepared in even-numbered years, followed by a supplemental report in odd-numbered years. The projections in the California Gas Report are for long-term planning and do not necessarily reflect the day-to-day operational plans of the utilities. The latest California Gas Report is the 2025 California Gas Report Supplement.

4.6.4.4 Local Regulations

Cypress Municipal Code. The City of Cypress has adopted the 2022 CALGreen Code and incorporated the CALGreen Code by reference into the City Municipal Code (Chapter 5, Buildings, Article 1, Building Code, Section 5-1 California Building Codes – Adopted; where filed).

City of Cypress General Plan. The following goals and policies from the City of Cypress General Plan are applicable to the proposed project:

- **COSR-3:** Conserve energy resources through the use of available technology and conservation practices.
- **COSR-3.1:** Encourage innovative site planning and building designs that minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.
- **COSR-3.2:** Encourage new development and existing structures to install energy saving features.
- **AQ-1.3:** Locate multiple family developments close to commercial areas to encourage pedestrian rather than vehicular travel.
- **AQ-1.4:** Develop neighborhood parks near concentrations of residents to encourage pedestrian travel to the recreation facilities.
- **AQ-4.1:** Promote energy conservation in all sectors of the City including residential, commercial, and industrial.
- **AQ-4.3:** Adopt incentives and regulations to reduce emissions from swimming pool heaters and residential and commercial water heaters.

Cypress Town Center and Commons Specific Plan 3.0. The following sustainable guidelines from the Specific Plan are applicable to the proposed project:

4.6 Lighting

1. Encourage the use of low-contrast lighting, low-voltage fixtures and energy-efficient bulbs, such as compact fluorescent and light emitting diodes.
2. Promote the use of lights with automated occupancy sensors in nonresidential buildings that automatically shut off when rooms are unoccupied.

3. Utilize solar-powered lights in landscaped areas for energy savings where possible.

4.7 Building Envelope

1. Install radiant barriers to reduce summer heat gain and winter heat loss.

2. Use natural ventilation techniques, such as operable windows, to take advantage of airflow for cooling interiors and reduce energy demand.

3. Use passive design to improve building energy performance through skylights, building orientation, landscaping and colors.

4. Consider reducing heat gain with the use of "cool roofs" that are painted with a highly reflective coating or employ light-colored materials.

5. Utilize water- and energy-saving fixtures and appliances, such as showerheads, toilets, washing machines, clothes dryers, refrigerators, and dishwashers certified as Energy Star compliant.

6. Encourage the use of recirculating hot water systems, which reduce the need to heat water, or tankless water heaters that heat water as needed instead of storing hot water in tanks, thereby reducing standby energy use.

7. Utilize a minimum insulation value of R30 in ceilings to reduce the need for additional heating and cooling.

8. Utilize programmable thermostats to provide more efficient and effective heating and cooling.

4.9 Energy Conservation

1. Utilize energy-efficient windows, such as models with spectrally selective low-e glass and with wood, vinyl, or fiberglass frames.

2. Utilize efficient building materials that take advantage of heat storage or thermal mass to reduce energy needed for heating and cooling interiors.

3. Reduce the number and area of east and west facing windows to reduce heat gain.

4. Insulate domestic hot water pipes where feasible.

5. Insulate attics.

6. Use dual pane and tinted windows where appropriate.

4.10 Heating, Ventilation, and Air Conditioning

1. Design and install heating, ventilation, and air conditioning (HVAC) systems according to the standards provided by the Air Conditioning Contractors of America handbooks or other comparable high-performance HVAC standards.

2. Install sealed-combustion/sealed-duct furnaces and water heaters for increased efficiency and indoor air quality.

3. Install only Energy Star-qualified ceiling fans to circulate air and reduce the demand on heating and cooling systems.

4. Locate windows in a manner that promotes natural cross ventilation.

5. Promote smart climate controls for both residential and commercial buildings to efficiently regulate temperature controls.

4.6.5 Thresholds of Significance

The thresholds of significance for energy impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to energy if it would:

Threshold 4.6.1: Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or

Threshold 4.6.2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.6.6 Project Impacts

Threshold 4.6.1: Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The proposed project would consume energy through day-to-day operations and fuel usage associated with project construction. This section discusses energy use resulting from future buildout envisioned under the proposed project and evaluates whether the proposed project would result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

Construction. Construction is anticipated to commence in 2026 and be completed by 2038.Project-related demolition and construction activities would require energy resources primarily in the form of fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. Construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coatings (painting). The construction-

related equipment would be fueled by diesel fuel and gasoline. No natural gas demand is anticipated during construction. While some electricity may be required during construction activities, associated with generators and lighting, this analysis assumes that most energy required during project construction would be associated with fuel consumption.

As identified above, transportation energy represents the largest energy use during construction and would occur from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction worker vehicles that would use petroleum fuels (e.g., diesel fuel and/or gasoline). Therefore, the analysis of energy use during construction focuses on fuel consumption. Construction trucks and vendor trucks hauling materials to and from the Buildout Area would be anticipated to use diesel fuel, whereas construction workers traveling to and from the Buildout Area would be anticipated to use gasoline-powered vehicles. Fuel consumption from transportation uses depends on the type and number of trips, VMT, the fuel efficiency of the vehicles, and the travel mode.

Estimates of fuel consumption (diesel fuel and gasoline) from construction equipment, construction trucks, and construction worker vehicles were based on default construction equipment assumptions and trip estimates from CalEEMod and fuel efficiencies from EMFAC2025.

Construction associated with buildout envisioned under the proposed project is anticipated to occur over an approximately 12-year timeline, which was included in CalEEMod. As described in Section 4.3, Air Quality, specific construction information for specific development projects, such as construction phasing and schedule, is not yet known; however, construction of the entire Buildout Area is assumed to commence in 2026 and conclude in 2038, which was included in CalEEMod. Other assumptions in the model include:

- Construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coatings (painting).

- The proposed project would require the cut of 248,600 cubic yards of soil and fill of 333,500 cubic yards of soil, which would result in the net import of 84,900 cubic yards of soil.

- The proposed project would require the demolition of approximately 768,360 square feet of existing buildings. Based on information provided by the project applicant, demolition activities would require up to four excavators, two track loaders, a crawler crane, and several bobcats/backhoes.

- Tier 2 construction equipment would be used and the proposed project would comply with SCAQMD Rule 403 measures, which would ensure fuel efficiency.

- Default assumptions (e.g., construction worker and truck trips and fleet activities) from CalEEMod were used where specific information regarding construction was not available.

Fuel consumption estimates are presented **in Table 4.6.A**: **Energy Consumption Estimates during Construction**. CalEEMod output sheets are included in **Appendix B** and detailed energy calculations are included **in Appendix E** of this Draft EIR.

Table 4.6.A: Energy Consumption Estimates during Construction

Energy Type	Total Energy Consumption	Annual Energy Consumption
Gasoline (gallons)	5,892,834.6	491,069.5
Diesel Fuel (gallons)	2,352,156.6	196,013.0

Source: Compiled by LSA Associates, Inc. (November 2025).

As indicated in **Table 4.6.A**, construction associated with the future buildout envisioned under the proposed project would consume approximately 5,892,834.6 gallons of gasoline and approximately 2,352,156.6 gallons of diesel fuel. As discussed above, the proposed project would be constructed over an approximately 12-year period; therefore, when averaged over 12 years, the proposed project would consume approximately 491,069.5 gallons of gasoline per year and 196,013.0 gallons of diesel fuel per year during construction. Based on fuel consumption obtained from EMFAC2025, approximately 1,003.9 million gallons of gasoline and approximately 170.5 million gallons of diesel will be consumed from vehicle trips in Orange County in 2025. Therefore, construction associated with future buildout of the proposed project would increase the annual fuel consumption from vehicle trips in Orange County by approximately 0.6 percent for gasoline fuel usage and approximately 1.4 percent for diesel fuel usage. Based on current crude oil production, it is assumed that there would be sufficient gasoline and diesel fuel to meet the project's needs.[16]

Due to the minimal increase in annual fuel consumption in Orange County, project construction activities would have a negligible effect on local and regional energy supplies. Furthermore, impacts related to energy use during construction would be temporary and relatively small in comparison to Orange County's overall use of the State's available energy resources. No unusual project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the State. In addition, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. The proposed project would also utilize construction equipment that meets Tier 2 emissions standards or higher, which would ensure fuel efficiency. Assuming the use of Tier 2 construction equipment is conservative as construction contractors would utilize Tier 4 equipment when feasible. Construction of the proposed project would not cause or result in the need for additional energy facilities or an additional or expanded delivery system. Additionally, construction equipment and trucks would comply with CARB's anti-idling regulations, including the In-Use Off-Road Diesel-Fueled Fleets regulation, which would result in efficient use of construction-related energy and reduce fuel consumption. Furthermore, on-road vehicles, such as haul trucks and worker vehicles, would be subject to federal fuel efficiency requirements. For these reasons, the proposed project would

[16] United States Energy Information Administration (EIA). 2026. *Short-Term Energy Outlook.* Website: https://www.eia.gov/outlooks/steo/report/petro_prod.php (accessed January 2026).

not cause wasteful, inefficient, or unnecessary consumption of energy resources during construction, and impacts would be less than significant.

Operation. Energy use associated with operation of the proposed project would consist of natural gas use, electricity consumption, and fuel used for vehicle trips associated with the project. Electricity and natural gas for the development allowed within the Buildout Area would be supplied by SCE and SoCalGas, respectively, through connections to existing service lines. Electricity and natural gas use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.). Annual natural gas and electricity usage estimates associated with project operation were estimated through CalEEMod.

In addition, operation of the proposed project would result in energy usage associated with gasoline and diesel to fuel project-related trips. As identified in **Table 4.17.A** in Section 4.17, Transportation, buildout of the proposed project is expected to generate approximately 21,041 net new average daily trips. The amount of operational fuel use was estimated using CARB's EMFAC2025 model, which provided projections for typical daily fuel usage in Orange County.

Table 4.6.B: Energy Consumption Estimates at Buildout provides the proposed project's estimated annual operational energy usage. The energy estimates presented in **Table 4.6.B** are conservative as they do not take into account the energy usage from the existing uses except for the existing trip generation.

Table 4.6.B: Energy Consumption Estimates at Buildout

Energy Type	Annual Energy Consumption
Electricity Consumption (kWh/year)	12,369,646.0
Natural Gas Consumption (therms/year)	142,377.0
Fuel Consumption	
Gasoline (gallons/year)	326,558.6
Diesel Fuel (gallons/year)	27,084.4

Source: Compiled by LSA Associates, Inc. (November 2025).
kWh = kilowatt-hours

Electricity. As shown in **Table 4.6.B**, the estimated potential increase in operational electricity demand associated with future buildout envisioned under the proposed project is 12,369,646.0 kWh per year. Total electricity demand in Orange County in 2024 was 19,225 GWh (19,225,000,000 kWh). Therefore, operational activities associated with buildout of the proposed project would increase the annual electricity consumption in Orange County by approximately 0.06 percent. While operational activities associated with buildout of the proposed project would result in an increase in demand for electricity, SCE has provided a will-serve letter. As such, SCE would be able to accommodate the project's future electricity

demand during peak and base period demands without having to expand or construct new infrastructure.

Natural Gas. As shown in **Table 4.6.B**, the estimated potential increase in operational natural gas demand associated with future buildout envisioned under the proposed project is 142,377.0 therms per year. Total natural gas consumption in Orange County in 2024 was 561.7 million therms. Therefore, operational activities associated with buildout of the proposed project would negligibly increase the annual natural gas consumption in Orange County by approximately 0.03 percent. While operational activities associated with buildout of the proposed project would result in an increase in demand for natural gas, SoCalGas has provided a will-serve letter. As such, SoCalGas would be able to meet the natural gas demand during peak and base period demands of the related projects without additional facilities.

The proposed project's electrical and natural gas demand would be relatively small in comparison to Orange County's overall use of the State's available electricity resources. Therefore, the proposed project's electrical demand would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. In addition, SCE is the private utility that would supply the proposed project's electricity services. SCE is positioned to meet the State's 60 percent goal for renewable energy by 2030 and the 100 percent goal for achieving carbon neutrality by 2045 mandate set forth in SB 100. SCE plans to continue to provide reliable service to their customers and upgrade their distribution systems as necessary to meet future demand.

Furthermore, the proposed project would be constructed using energy efficient modern building materials and construction practices, and would use new modern appliances and equipment, in accordance with the Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608). Future development would also be designed to meet sustainability goals, including the CALGreen Code and Title 24 energy efficiency requirements. CALGreen Code and Title 24 building energy efficiency standards establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting, which would reduce energy usage. As such, electrical and natural gas demand associated with project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Fuel Consumption. Buildout of the proposed project would also result in energy usage associated with gasoline and diesel fuel consumed by project-related vehicle trips. As shown in **Table 4.6.B**, fuel use associated with the vehicle trips generated by buildout of the proposed project is estimated at approximately 326,558.6 gallons of gasoline and 27,084.4 gallons of diesel fuel per year. Based on fuel consumption obtained from EMFAC2025, approximately 1,003.9 million gallons of gasoline and approximately 170.5 million gallons of diesel will be consumed from vehicle trips in Orange County in 2025. Therefore, vehicle trips associated with buildout of the proposed project would increase the annual fuel consumption in Orange County by approximately 0.03 percent for gasoline fuel usage and approximately 0.02 percent for diesel fuel usage. Therefore, gasoline and diesel fuel

demand generated by vehicle trips associated with the proposed project would be a minimal fraction of gasoline and diesel fuel consumption in Orange County.

In addition, vehicles associated with trips to and from the Buildout Area would be subject to fuel economy and efficiency standards, which are applicable throughout the State. As such, the fuel efficiency of vehicles associated with future project operations would increase throughout the life of the project due to increasingly stringent standards over time. In addition, transit service in the vicinity of the Buildout Area is provided by the Orange County Transportation Authority (OCTA) along Katella Avenue and Valley View Street. As discussed in Section 4.17, Transportation, the proposed project is expected to generate approximately 210 daily transit trips, which would not interfere with the City's transit infrastructure planning, including the specific actions to address the growing need for expanded transit service. In addition, the proposed project would include the addition of approximately 1 mile of bicycle facilities, connecting to the existing bicycle network.

Pedestrian access via sidewalks to the Buildout Area would be from Katella Avenue, Cerritos Avenue, Lexington Drive, and Vessels Circle, as extended. Further pedestrian circulation improvements include sidewalks along the extension of Moody Street south of Cerritos Avenue. These pathways, together with the existing pedestrian infrastructure on the surrounding streets, would ensure integration with the broader pedestrian network, effectively linking the Buildout Area with nearby amenities and transit options.

As discussed further in Section 4.17, Transportation, future development under the proposed project would be required to implement **Mitigation Measure TRA-1**, which requires the implementation of feasible TDM strategies to mitigate the proposed project's VMT impact. The TDM strategies include constructing or improving bicycle facilities that would connect the proposed project to the existing regional bicycle network and improving the pedestrian network, including the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area. All future development facilitated by the proposed project would be required to comply with City policies regarding bicycle parking and other infrastructure. In addition, the proposed project would not include features that would disrupt existing or planned bicycle or pedestrian facilities. As such, implementation of **Mitigation Measure TRA-1** would help to reduce project-generated vehicle trips and VMT and encourage travel by other modes. In addition, since the proposed project would support the ability of future residents and visitors to use alternative transportation and would result in fuel usage that is a small fraction of current annual fuel use in Orange County, fuel consumption associated with vehicle trips generated by project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Therefore, the proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Impacts would be less than significant, and no mitigation is required.

Threshold 4.6.2: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. In 2002, the Legislature passed SB 1389, which required the CEC to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels, known as the Integrated Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for ZEVs and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC's *2024 Integrated Energy Policy Report Update* provides the results of the CEC's assessments of a variety of energy issues facing California. As indicated above, energy usage associated with buildout envisioned under the proposed project from construction activities would be temporary in nature and would be relatively small in comparison to the overall use in the County. In addition, energy usage associated with future operation of buildout of the proposed project would be relatively small in comparison to the overall use in Orange County, and the State's available energy resources. Therefore, energy impacts at the regional level would be negligible. Because California's energy conservation planning actions are conducted at a regional level, and because the proposed project's total impact on regional energy supplies would be minor, buildout of the proposed project would not conflict with or obstruct California's energy conservation plans as described in the CEC's Integrated Energy Policy Report.

In addition, Connect SoCal 2024 identifies land use strategies that focus on new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network. The forecasted development pattern, when integrated with the financially constrained transportation investments identified in Connect SoCal 2024, would reach emissions reduction target set by CARB, including the regional target of reducing GHG emissions from autos and light-duty trucks by 19 percent by 2035 (compared to 2005 levels). Buildout of the proposed project introduces new housing consistent with planned regional housing growth included in the SCAG Regional Housing Needs Assessment (RHNA) Allocation. As such, because the proposed project would accommodate planned regional housing growth included in the SCAG RHNA, the proposed project would not conflict with SCAG's regional strategies outlined in Connect SoCal 2024.

The proposed project would be constructed using energy efficient modern building materials and construction practices, and would use new modern appliances and equipment, in accordance with the Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608). Future development would also be designed to meet sustainability goals, including the CALGreen Code and Title 24 energy efficiency requirements. CALGreen Code and Title 24 building energy efficiency standards establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting, which would reduce energy usage.

Additionally, as demonstrated above, given that the proposed project would result in a minimal increase in annual electricity and natural gas consumption and that SCE and SoCalGas have provided will-serve letters, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy. Therefore, potential impacts related to conflict with or obstruction of a State or local plan for renewable energy or energy efficiency would be less than significant, and no mitigation is required.

4.6.7 Level of Significance Prior to Mitigation

The proposed project would result in less than significant impacts related to energy, and no mitigation is required.

4.6.8 Regulatory Compliance Measures and Mitigation Measures

4.6.8.1 Regulatory Compliance Measures

No Regulatory Compliance Measures are applicable to the proposed project pertaining to energy.

4.6.8.2 Mitigation Measures

Although the implementation of the following mitigation measure would reduce the proposed project's less than significant impact related to energy, its implementation is not required to reduce the proposed project's energy impacts to less than significant.

Mitigation Measure TRA-1

Transportation Demand Management Strategies. The Development Agreement between the City of Cypress and a future project applicant regarding the proposed project shall include a provision requiring that any future project applicants for subsequent residential development projects within the Buildout Area demonstrate the project's consistency with the measures set forth in Items 1 and 2 below that are applicable to such project prior to its approval to the satisfaction of the City of Cypress Planning Director.

1. **Construct or Improve Bike Facility (California Air Pollution Control Officers Association [CAPCOA] Handbook Strategy T-19-A):** This transportation demand management strategy requires the project to include a new bicycle facility or facilities or improve an existing facility that would connect the project to the existing regional bicycle network. The construction/ improvement of bicycle facilities would provide residents with the opportunity to bike to their destination rather than drive, reducing the number of vehicle trips and overall project-generated vehicle miles traveled (VMT).

2. **Provide Pedestrian Network Improvement (CAPCOA Handbook Strategy T-18):** This transportation demand management strategy requires the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area.

4.6.9 Level of Significance after Mitigation

The proposed project would result in less than significant impacts related to energy, and no mitigation is required.

4.6.10 Cumulative Impacts

The proposed project would have a significant effect on the environment if it, in combination with other past, present, and future projects, would contribute to a significant cumulative impact related to energy.

The geographic area for cumulative analysis of electricity is the SCE service area, while the geographic area for cumulative analysis of natural gas service is the SoCalGas service area. Although the proposed project would result in an increase in demand for electricity, this increase would not require SCE to expand or construct infrastructure that could cause substantial environmental impacts due to SCE's will-serve letter and the proposed project's minimal increase in annual energy consumption. As discussed previously, total electricity consumption in the SCE service area in 2024 was 79,341 GWh. By 2030, consumption is anticipated to increase by approximately 12,000 GWh for the low-demand scenario and by approximately 22,000 GWh for the high-demand scenario.[17] While this forecast for the overall service area represents a large increase in electricity consumption, the proposed project's consumption would be minimal in comparison to the total overall increase in energy consumption. Therefore, given the will-serve letter and SCE's planned increase in total electricity consumption, the proposed project, in combination with cumulative development, is within SCE's system-wide net annual increase in electricity supplies over the 2018 to 2030 period, and there are sufficient planned electricity supplies in the region for estimated net increases in energy demands.

Furthermore, as demonstrated in **Table 4.6.B** above, the estimated potential increase in operational electricity demand associated with future buildout envisioned under the proposed project is 12,369,646.0 kWh per year. Therefore, operational activities associated with buildout of the proposed project would increase the annual electricity consumption in the SCE service area by approximately 0.03 percent. As such, the proposed project's share of cumulative electricity consumption would be negligible. In addition, as described above, future development under the proposed project is required to comply with various federal and State regulations to improve energy efficiency in buildings, equipment, and appliances, which would help to reduce electricity consumption associated with the proposed project. Therefore, the proposed project's contribution

[17] California Energy Commission (CEC). 2018. *California Energy Demand, 2018–2030 Revised Forecast*. Publication Number: CEC-200-2018-002-CMF. February. Website: https://efiling.energy.ca.gov/getdocument.aspx?tn=223244 (accessed November 2025).

to impacts related to the inefficient, wasteful, and unnecessary consumption of electricity would not be cumulatively considerable.

Similarly, the proposed project is not anticipated to require additional natural gas infrastructure as a result of the cumulative development due to SoCalGas' will-serve letter and the proposed project's minimal increase in annual natural as consumption. Total natural gas consumption in the SoCalGas service area in 2024 was 4,959 million therms. Between 2018 and 2030, total natural gas consumption in the SoCalGas service area is forecast to remain steady for the low- and mid-demand scenarios and to increase by approximately 650 million therms in the high-demand scenario due to intense energy efficiency efforts.[18] As shown in **Table 4.6.B** above, the estimated potential increase in operational natural gas demand associated with future buildout envisioned under the proposed project is 142,337.0 therms per year. Therefore, operational activities associated with buildout of the proposed project would increase the annual natural gas consumption in the SoCalGas service area by less than 0.01 percent. As such, the proposed project's share of consumption of natural gas in the SoCalGas service area would be minimal. Given the will-serve letter and SoCalGas' planned increase in total natural gas consumption, It is anticipated that SoCalGas would be able to meet the natural gas demand of the related projects without additional facilities. Therefore, the proposed project's contribution to impacts related to the inefficient, wasteful, and unnecessary consumption of natural gas would not be cumulatively considerable.

In addition, both SCE and SoCalGas demand forecasts include the growth contemplated by the proposed project and the related projects. Increased energy efficiency to comply with building energy efficiency standards would reduce energy consumption on a per-square-foot basis. Furthermore, utility companies are required to increase their renewable energy sources to meet the Renewable Portfolio Standards mandate of 60 percent renewable supplies by 2030. SCE and SoCalGas plan to continue to provide reliable service to their customers and upgrade their distribution systems as necessary to meet future demand.

Future development associated with buildout of the proposed project would also result in energy usage associated with gasoline and diesel fuel consumed by project-related vehicle trips. As shown in **Table 4.6.B**, fuel use associated with the vehicle trips generated by future buildout of the proposed project is estimated at approximately 326,558.6 gallons of gasoline and 27,084.4 gallons of diesel fuel per year. Based on fuel consumption obtained from EMFAC2025, approximately 1,003.9 million gallons of gasoline and approximately 170.5 million gallons of diesel will be consumed from vehicle trips in Orange County in 2025. Therefore, vehicle trips associated with buildout of the proposed project would increase the annual fuel consumption in Orange County by approximately 0.03 percent for gasoline fuel usage and approximately 0.02 percent for diesel fuel usage. As such, although transportation energy use would increase, this negligible increase in transportation energy use would not represent a major amount of energy use when compared to the amount of existing fuel consumption and total number of vehicle trips and VMT throughout Orange County and the region. Therefore, given the project's negligible increase in fuel consumption and the availability of gasoline and diesel fuel, the proposed project's contribution to impacts

[18] California Energy Commission (CEC). 2018. *California Energy Demand, 2018–2030 Revised Forecast*. Publication Number: CEC-200-2018-002-CMF. February. Website: https://efiling.energy.ca.gov/getdocument.aspx?tn=223244 (accessed November 2025).

related to the inefficient, wasteful, and unnecessary consumption of fuel would not be cumulatively considerable.

In addition, vehicles associated with trips to and from the Buildout Area would be subject to fuel economy and efficiency standards, which are applicable throughout the State. As such, the fuel efficiency of vehicles associated with project operations would increase throughout the life of the proposed project due to increasingly stringent standards over time. As discussed further in Section 4.17, Transportation, the future development under the proposed project would be required to implement **Mitigation Measure TRA-1**, which requires the implementation of feasible TDM strategies to mitigate the proposed project's residential VMT impact, which include constructing or improving bicycle facilities that would connect the proposed project to the existing regional bicycle network and improving the pedestrian network, including the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area. All future development facilitated by the proposed project, and cumulative projects throughout the City, would be required to comply with City policies regarding bicycle parking and other infrastructure. In addition, the proposed project would not include features that would disrupt existing or planned bicycle or pedestrian facilities. As such, implementation of **Mitigation Measure TRA-1** would help to reduce project-generated vehicle trips and residential VMT and encourage travel by other modes. In addition, since the proposed project would result in fuel usage that is a small fraction of current annual fuel use in Orange County, fuel consumption associated with vehicle trips generated by project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Furthermore, as previously discussed, the proposed project would be consistent with the CEC's *2024 Integrated Energy Policy Report Update* and Connect SoCal 2024. As the project is consistent with the identified applicable renewable energy and energy efficiency plans, its contribution to cumulative impacts related to consistency with adopted energy conservation plans, or state or local energy standards for renewable energy or energy efficiency would not be cumulatively considerable.

As demonstrated above, the proposed project, in combination with other past, present, and potential future projects, would not result in wasteful, inefficient, or unnecessary consumption of energy or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Therefore, the proposed project's contribution to impacts related to energy would not be cumulatively considerable, and this impact would be less than significant. No mitigation is required.

This page intentionally left blank

4.7 GEOLOGY AND SOILS

This section provides a discussion of the existing geology and soils setting and an analysis of the potential for the Specific Plan 3.0 Buildout Project (proposed project) to result in impacts related to geology and soils. This section addresses potential impacts due to the local geology underlying the Buildout Area, as well as slope stability, ground settlement, soil conditions, grading, and regional and local seismic conditions. This section also evaluates potential impacts to paleontological resources.

The geology and soils analysis in this section is based in part on the technical analysis contained in the *Environmental Impact Report, Soils and Geology Issues, Proposed Mixed-Use Development, 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California* (Geotechnical Investigation)[1] (**Appendix F**) that was prepared for the proposed project. The paleontological analysis relies on the Geotechnical Investigation and on a literature review and locality search completed for the Buildout Area. This section also incorporates data from the City of Cypress General Plan,[2] numerous State and federal studies of geologic and seismic hazards in the vicinity of the City, site-specific investigations in the Buildout Area, and field observations.

4.7.1 Scoping Process

The City of Cypress (City) received six comment letters during the public review period for the Notice of Preparation (NOP). For copies of the NOP comment letters, refer to **Appendix A** of this Draft Environmental Impact Report (Draft EIR). No comment letters included comments related to geology and soils.

4.7.2 Methodology

To assess the potential impacts of the proposed project with respect to geologic and soil conditions, Geotechnologies conducted a soils and geotechnical investigation in March 2024, which was then revised in May 2024 (Geotechnical Investigation). The discussion below describes the scope of the investigation, including methods used during background research and data review, site reconnaissance, field exploration, and engineering analyses.

4.7.2.1 Background Research and Data Review

Existing geologic literature (i.e., geologic maps, boring logs, and other applicable data) was reviewed by Geotechnologies, Inc. as is reflected in **Appendix F**.

4.7.2.2 Field Exploration

As part of the Geotechnical Investigation (**Appendix F**), the Buildout Area was explored on January 3, 4, and 5, 2024, by excavating six borings and by performing seven Cone Penetration Test (CPT) soundings. The borings were excavated to depths ranging between 50 and 60 feet below grade, with the aid of a truck-mounted drilling machine. The CPTs were conducted to depths ranging between 60.31 and 60.52 feet below the existing grade. The boring and CPT locations and the interpretation

---

1 Geotechnologies, Inc. 2024. *Environmental Impact Report, Soils and Geology Issues, Proposed Mixed-Use Development, 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California.* May 2. (**Appendix F**)

2 City of Cypress. 2001. *Cypress General Plan Safety Element.*

of the geologic materials encountered are provided in the Boring Logs, Plates A-1 through A-6 and CPT Data Logs, which are included as an appendix to the Geotechnical Investigation (**Appendix F**).

4.7.2.3 Liquefaction Analysis

Geotechnologies performed a total of ten liquefaction analyses utilizing Standard Penetration Test (SPT) data collected in the borings, laboratory test data, and CPT data. The liquefaction potential evaluations were performed by utilizing a magnitude 6.77 earthquake and a peak horizontal acceleration of 0.70g (acceleration due to gravity), consistent with American Society of Civil Engineers (ASCE), the California Department of Health Care Access and Information (HCAI), the California Geological Survey (CGS), and the United States Geological Survey (USGS) guidelines. CPT data were also analyzed utilizing liquefaction assessment software.

4.7.3 Existing Environmental Setting

4.7.3.1 Buildout Area

According to the Geotechnical Investigation, the topography of the Buildout Area is relatively level, with no pronounced high or low areas. A variety of existing structures and facilities are located on the Los Alamitos Race Course (LARC) Property that support horse racing, training, and community activities. Structures include a race track, grandstand structure, three artificial lakes inside the total track area, one-story clubhouse and restaurant structures, lighting structures, approximately 41 permanent one-story barns and several temporary structures and barns. The LARC Property also contains parking areas, landscaping, drainage features, sheds, maintenance areas, and perimeter fencing. The Cypress GC Property includes a portion of the former Cypress Golf Club, which ceased operation years ago. LARC currently uses approximately one acre of the Cypress GC Property (designated as Lot 1 in Vesting Tentative Tract Map (VTTM) 19247) as a maintenance yard, while the clubhouse for the former Cypress Golf Club is presently being used as a church.

The land owned by Grace Church within the Buildout Area, designated as Lots 5 and 10 in VTTM 19247, is part of a larger church property that is currently used for religious services and events and includes a small school, open space, and parking areas.

4.7.3.2 Regional Geology

The Buildout Area is located within the Los Angeles Basin and within the Peninsular Ranges Geomorphic Province. The Peninsular Ranges are characterized by northwest-trending blocks of mountain ridges and sediment-floored valleys. The dominant geologic structural features are northwest trending fault zones that either die out to the northwest or terminate at east-west trending reverse faults that form the southern margin of the Transverse Ranges.

The Los Angeles Basin is located at the northern end of the Peninsular Ranges Geomorphic Province. The basin is bounded to the east and southeast by the Santa Ana Mountains and San Joaquin Hills. It is bounded to the northwest by the Santa Monica Mountains. Over 22 million years ago, the Los Angeles basin was a deep marine basin formed by tectonic forces between the North American and Pacific plates. Since that time, over 5 miles of marine and non-marine sedimentary rock as well as intrusive and extrusive igneous rocks have filled the basin. During the last 2 million years, defined by the Pleistocene and Holocene epochs, the Los Angeles basin and surrounding mountain ranges have been

uplifted to form the present-day landscape. Erosion of the surrounding mountains has resulted in deposition of unconsolidated sediments in low-lying areas by rivers such as the Los Angeles River. Areas that have experienced subtle uplift have been eroded with gullies.

4.7.3.3 Local Geology and Subsurface Conditions

As part of the Geotechnical Investigation, six exploratory borings were drilled to depths ranging from approximately 50 to 60 feet and seven CPTs were performed and advanced to depths from 60.31 to 60.52 feet to determine subsurface conditions in the Buildout Area. Fill materials were encountered in all six exploratory borings at depths ranging from 3 to 5 feet below the existing grade, consisting of a mixture of silty sand and sandy silt in colors from yellowish brown to dark brown, with a moist, stiff to medium dense, fine-grained texture and occasional gravel. Fill materials are underlain by native alluvial soils consisting of interlayered mixtures of sandy to silty clay, sandy to clayey silt, silty to clayey sand, and sand. The alluvial soils range from yellowish brown to grayish brown to dark gray in color, and are moist to wet, firm to very stiff, or loose to very dense, and fine grained.

4.7.3.4 Local Groundwater Conditions

Historically, the highest groundwater level beneath the Buildout Area is approximately 10 feet below the ground surface level.[3] Seasonal fluctuations in the level of groundwater may occur due to variations in rainfall, temperature, and other factors not evident at the time the measurements were taken. Fluctuations also may occur across the site.

According to the Geotechnical Investigation, groundwater was encountered at depths of 5 to 12.5 feet below ground surface, indicating the presence of shallow groundwater conditions beneath the Buildout Area. Four of the borings encountered groundwater at depths 5 to 8 feet below ground surface, and two borings encountered groundwater at depths 9 to 12.5 feet below ground surface, which is slightly higher than the historically highest groundwater level for the Buildout Area established by the California Geological Survey Seismic Hazard Zone report of the Los Alamitos Quadrangle in 1998, as described above.[4]

4.7.3.5 Fault Systems and Seismic Conditions

A potentially active fault is defined by the State as a fault with a history of movement within Pleistocene time (between 11,000 and 1.6 million years ago [Ma]). The active and potentially active faults are capable of producing potentially strong seismic shaking at the Buildout Area. It is anticipated that the Buildout Area will periodically experience ground acceleration as a result of earthquakes. The closest mapped active faults to the Buildout Area include the Newport-Inglewood and Whittier Fault Zones located approximately 4.8 miles southwest and 11.6 miles east of the Buildout Area, respectively.

---

3 California Department of Conservation (DOC) California Geological Survey (CGS). 1998, Revised 2006. *Seismic Hazard Zone Report of the Los Alamitos Quadrangle, Plate 1.2,* entitled "Historically Highest Ground Water Contours".

4 Ibid.

The Buildout Area is not located within the boundaries of an "Earthquake Fault Zone," as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act.[5] Furthermore, the Cypress General Plan Safety Element indicates that no active faults have been identified within City boundaries.

Seismic shaking is characterized by the physical movement of the land surface during and subsequent to an earthquake. Seismic shaking has the potential to cause destruction and damage to buildings and property, including damage resulting from damaged or destroyed gas or electrical utility lines, disruption of surface drainage, blockage of surface seepage and groundwater flow, changes in groundwater flow, dislocation of street alignments, displacement of drainage channels and drains and possible loss of life. In addition, ground shaking can induce several kinds of secondary seismic effects, including liquefaction, differential settlement, and landslides.

The intensity of seismic shaking during an earthquake depends largely on the geologic foundation conditions of the materials composing the upper several hundred feet of the Earth's surface. The greatest amplitudes and longest durations of ground shaking occur on thick, water-saturated, unconsolidated alluvial sediments, which may lead to liquefaction (as further described below). Ground shaking can also cause ground failure or deformation due to lurching and liquefaction.

Surface fault rupture refers to the displacement of the ground surface along a fault, which can occur during strong earthquakes. The potential for seismic hazards within the Buildout Area is a consequence of ground shaking caused by events on nearby active faults. However, as previously discussed, the Buildout Area is not located within a designated Alquist-Priolo Earthquake Fault Zone, so the possibility for surface fault rupture is low. The Buildout Area is, however, located approximately 4.8 miles to the northeast of an earthquake fault zone that has been established around the active traces of the Newport-Inglewood Fault.

4.7.3.6 Liquefaction and Lateral Spreading

Liquefaction occurs when saturated, cohesionless soils temporarily lose shear strength (liquefy) due to increased pore water pressures induced by strong ground motion during an earthquake. Intervals of loose sand may, therefore, be subject to liquefaction if these materials are or were to become submerged and also exposed to strong seismic ground shaking. Seismic ground shaking of relatively loose, granular soils that are saturated or submerged can cause the soils to liquefy and temporarily behave as a dense fluid. This loss of support can produce local ground failure such as settlement or lateral spreading that may damage overlying improvements.

Lateral spreading typically occurs as a form of horizontal displacement of relatively flat-lying alluvial material toward an open or "unconfined" face such as an open body of water, channel, or excavation. In soils, this movement is generally due to failure along a weak plane and is often

[5] California Department of Conservation (DOC) California Geological Survey. 2025a. Earthquake Zones of Required Investigation. Website: https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/ (accessed January 21, 2025).

associated with liquefaction. The Safety Element of the City's General Plan and the California Geological Survey identify the Buildout Area as an area at a potentially high risk of liquefaction.[6]

As discussed in the Geotechnical Investigation, the Buildout Area is located within an area designated as "liquefiable" based on groundwater depth records, soil type and distance to a fault capable of producing a substantial earthquake. Therefore, Geotechnologies performed a total of ten liquefaction analyses utilizing SPT data collected in the borings, laboratory test data, and CPT data. The liquefaction potential evaluations were performed by utilizing a magnitude 6.77 earthquake and a peak horizontal acceleration of 0.70g, consistent with ASCE, HCAI, CGS, and USGS guidelines. The liquefaction analyses of three of the borings revealed that some of the soil layers located on the Buildout Area between 7.5 to 60 feet below existing grade may liquefy in the event of an earthquake on a local or regional fault.

CPT data were also analyzed utilizing liquefaction assessment software, which indicated some of the soil layers at varying depths below the ground surface are susceptible to liquefaction. These layers are located between approximately a few inches and several feet in thickness. The Geotechnical Investigation concluded that differential settlement at the existing ground surface due to liquefaction could be expected to range between 1.24 and 3.67 inches without stabilization techniques at the upper soils being implemented.

4.7.3.7 Subsidence

The phenomenon of widespread land sinking, or subsidence, is generally related to substantial over pumping of groundwater or petroleum reserves from deep underground reservoirs. Like most of northern Orange County, the City lies atop the Orange County Groundwater Basin (Orange County Basin). Although slight subsidence has been observed elsewhere in the Orange County Basin in Santa Ana (likely due to groundwater withdrawal) and in the Huntington Beach area (likely due to oil extraction), there is no recent history of subsidence in the vicinity of the Buildout Area.[7] Groundwater levels and storage in the Orange County Basin are managed by the Orange County Water District (OCWD) in a manner that reduces the potential for land subsidence to occur. The Geotechnical Investigation concluded that the Buildout Area is not located within a zone of known subsidence due to oil or other fluid withdrawal.

4.7.3.8 Lateral Spreading

Lateral spreading can occur when blocks of mostly intact surficial soil displace down gradient or towards a free face along a shear zone that has formed within the liquefied sediment. It is the most pervasive type of liquefaction-induced ground failure. The Buildout Area, and its vicinity, are relatively level, and there are no free faces present at the site or its surroundings. Therefore,

---

6 California Department of Conservation (DOC) California Geological Survey. 2025a. Earthquake Zones of Required Investigation. Website: https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/ (accessed January 21, 2025).

7 California Department of Water Resources (DWR). 2013. *California's Groundwater Update 2013*. Natural Resources Agency. Website: https://cawaterlibrary.net/wp-content/uploads/2017/05/GWU2013_Ch6_SouthCoast_Final.pdf (accessed January 22, 2025).

according to the Geotechnical Investigation, the potential for lateral spreading occurring within the Buildout Area is low.

4.7.3.9 Compressible/Collapsible Soils

Compressible soils are soils that consolidate when exposed to new loading, such as Artificial Fill or foundation loads. Soil collapse occurs when soils substantially decrease in volume following an increase in moisture content. The results of the subsurface investigation within the Buildout Area indicated that the majority of the Buildout Area is underlain by fill materials and alluvial soils, which generally consist of silty sand and sandy silt, and interlayered mixtures of sandy to silty clay, sandy to clayey silt, silty to clayey sand, and sand. The Geotechnical Investigation concluded that the Buildout Area soils are not considered prone to collapsing or compressing.

4.7.3.10 Landslides and Unstable Slopes

Landsliding can occur in areas where topography is generally sloped. The Buildout Area is considered to have level topography, with no substantial slopes. Therefore, according to the Geotechnical Investigation, the probability of seismically induced landslides occurring within the Buildout Area is considered to be negligible.

4.7.3.11 Paleontological Resources

Results of the literature review indicate that the Buildout Area is located within the Peninsular Ranges Geomorphic Province, a 900-mile long northwest-southeast trending structural block that extends from the Transverse Ranges in the north to the tip of Baja California in the south and includes the Los Angeles Basin.[8,9] This province is characterized by mountains and valleys that trend in a northwest-southeast direction, roughly parallel to the San Andreas Fault Zone.[10,11] Within this larger region, the Buildout Area is located in the Los Angeles Basin, a broad alluvial lowland bounded to the north and east by the San Gabriel and Santa Ana Mountains, respectively, and by the Pacific Ocean to the southwest.[12] The basin is underlain by a structural depression that has discontinuously accumulated thousands of feet of marine and terrestrial deposits since the Late Cretaceous (approximately 100.5 Ma).[13]

Subsurface exploration for the proposed project, including six exploratory borings and seven CPTs, identified a thin mantle of artificial fill (3–5 feet thick) underlain by native Quaternary alluvial deposits. The artificial fill consists primarily of silty sand and sandy silt with occasional gravel, whereas the alluvium is interlayered with sandy to silty clay, sandy to clayey silt, silty to clayey sand,

8 California Department of Conservation (DOC) California Geological Survey (CGS). 2002. California Geomorphic Provinces. Note 36.

9 Norris, R.M., and R.W. Webb. 1976. *Geology of California*. Wiley.

10 Ibid.

11 Sharp, R.V. 1976. Surface faulting in Imperial Valley during the earthquake swarm of January–February 1975. *Bulletin of the Seismological Society of America, 66*(4), 1145–1154.

12 Yerkes, R.F., T.H. McCulloh, J.E. Schoellhamer, and J.G. Vedder. 1965. *Geology of the Los Angeles, Basin, California - An Introduction,* U.S. Geological Survey Professional Paper 420-A.

13 Ibid.

and sand.[14] Groundwater was encountered between 5 and 12.5 feet below grade, consistent with historically shallow groundwater levels in the basin.[15]

Artificial fill consists of sediments that have been removed from one location and transported to another location by human activity, rather than by natural means. The transportation distance can vary from a few feet to many miles, and composition is dependent on the source and purpose. Artificial fill will sometimes contain modern debris such as asphalt, wood, bricks, concrete, metal, glass, plastic, and even plant material. While artificial fill may contain fossils, these fossils have been removed from their original location and are thus out of stratigraphic context. Therefore, they are not considered important for scientific study, and artificial fill has no paleontological sensitivity.[16]

The underlying alluvial deposits are late Quaternary in age (Pleistocene to Holocene) and vary in paleontological sensitivity depending on depth. The upper Holocene deposits (less than 11,700 years old) are generally considered to have low sensitivity, as fossils from this interval are relatively uncommon and typically lack scientific significance.[17] In contrast, the deeper Pleistocene deposits (older than 11,700 years) are assigned high paleontological sensitivity because they may yield significant vertebrate fossils (e.g., mammoth, horse, camel, bison), as well as smaller mammals, reptiles, and plants elsewhere in the region.[18]

According to the locality search conducted by the National History Museum of Los Angeles County (NHMLA), there are no known fossil localities within the Buildout Area or in the City. However, the search did return fossil localities, present in the same type of sedimentary deposits that underlay[19] the Buildout Area, located within a 10-mile radius of the Buildout Area. Such deposits are often paleontologically sensitive, as they can contain vertebrate fossils (e.g., mammoths, ground sloths, camelids) at depth. Typically, the upper 5 feet of shallow fill and disturbed soils are low sensitivity, but deeper undisturbed alluvium is considered to have high sensitivity under Society of Vertebrate Paleontology (SVP) guidelines.[20] The closest locality, LACM VP 3660 is northwest of the Buildout Area at Cover Street and Pixie Avenue, approximately 6.8 miles northwest in the City of Lakewood. This locality produced specimens of Mammoth (*Mammuthus*) at a depth of 19 feet below ground surface. Farther to the west in Long Beach, approximately 13 miles away, localities LACM VP 3260 and LACM VP 7493 produced fossils of Bison (*Bison*) at 8.5 feet below ground surface and camel (*Camelidae*) at surface. A copy of the results letter from the NHMLA is included in **Appendix F.**

---

14 Geotechnologies, Inc. 2024. *Environmental Impact Report Soils and Geology Issues, Proposed Mixed-Use Development, 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California.* May 2. (**Appendix F**)

15 Ibid.

16 Society of Vertebrate Paleontology (SVP). 2010. *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*. Bethesda, MD.

17 Ibid.

18 Ibid.

19 Geotechnologies, Inc. 2024. *Environmental Impact Report Soils and Geology Issues, Proposed Mixed-Use Development, 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California.* May 2. (**Appendix F**)

20 Society of Vertebrate Paleontology (SVP). 2010. *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*. Bethesda, MD.

4.7.4 Regulatory Setting

The following section describes the federal, State, regional, and local regulatory framework applicable to analyzing potential impacts related to geology and soils from development of the proposed project.

4.7.4.1 Federal Regulations

There are no federal policies or regulations related to geology and soils that are applicable to the proposed project.

4.7.4.2 State Regulations

Alquist-Priolo Earthquake Fault Zoning Act (1972) (Pub. Resources Code § 2621 *et seq*.). The Alquist-Priolo Earthquake Fault Zoning Act of 1972 and updates (Pub. Resources Code, Section 2621, *et seq.)* is the principal California State guidance to prevent the construction of habitable structures on the surface trace of active earthquake faults. If an active fault is found, a structure for human occupancy must be set back from the fault (generally 50 feet). The Alquist-Priolo Earthquake Fault Zoning Act only addresses the hazard of surface fault rupture; it does not consider other earthquake hazards. There are no known earthquake fault zones on or in the near vicinity of the Buildout Area; therefore, regulations recommended by the CGS for investigations conducted in such zones do not specifically apply.

Seismic Hazard Mapping Act (1990) (Pub. Resources Code §§ 2690-2699.6). The Seismic Hazard Mapping Act (SHMA) was adopted by the State in 1990 to address the potential hazards posed by secondary effects of seismic activity, including strong ground shaking, soil liquefaction, and associated ground failure and seismically induced landslides. The CGS prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. The seismic hazard zones are referred to as "zones of required investigation" because site-specific geological investigations are required for construction projects located within these areas. Before a project can be permitted, a geologic investigation, evaluation, and written report must be prepared by a licensed geologist to demonstrate that the potential hazards can be successfully mitigated.

Public Resources Code. Section 5097.5 of the PRC provides for the protection of cultural and paleontological resources and prohibits the removal, destruction, injury, or defacement of archaeological and paleontological features on any lands under the jurisdiction of State or local authorities.

4.7.4.3 Regional Regulations

There are no regional policies or regulations related to geology and soils that are applicable to the proposed project.

4.7.4.4 Local Regulations

Cypress Town Center and Commons Specific Plan 3.0. The Cypress Town Center and Commons Specific Plan 3.0 does not contain any provisions related to geology and soils.

City of Cypress General Plan Conservation/Open Space/Recreation Element. The City of Cypress General Plan identifies goals and policies related to paleontological resources. Goal COSR-5 in the Conservation/Open Space/Recreation Element (2000) of the City's General Plan addresses paleontological resources (and potential resources) and indicates that conservation of the resources and investigation of potential resource areas is an important undertaking for connecting with the community's past.

The following goals and policies apply to the proposed project:

- **COSR-5:** Preserve Cypress' archaeologic and paleontological resources.
    - **COSR-5.1**: Update records of resource finds and locations when required.
    - **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.

City of Cypress Municipal Code. Building and construction in the City are subject to the regulations of the City of Cypress Municipal Code. California Code of Regulations (CCR), Title 24, Part 2, the California Building Code (CBC) (2022), provides minimum standards for building design in the State. Local codes are permitted to be more restrictive than Title 24, but not less restrictive. The procedures and limitations for the design of structures are based on site characteristics, occupancy type, configuration, structural system height, and seismic design category. The seismic ratings used in the CBC are derived from the International Building Code specifications. Most of coastal Southern California, including the Buildout Area, is located in Seismic Design Category D. Construction activities are subject to occupational safety standards for excavation, shoring, and trenching as specified in the California Occupational Safety and Health Administration (Cal/OSHA) regulations (CCR, Title 8). In addition, future development allowed under the approved Specific Plan would be required to adhere to the regulatory standards described in **Regulatory Compliance Measure GEO-1**, provided below, which includes the seismic and building standards in the City's Building Code that adopt the CBC with amendments and modifications.

4.7.5 Thresholds of Significance

The thresholds of significance for geology and soils impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant impact with respect to geology and soils if it would:

Threshold 4.7.1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

(i): Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidences of known fault; (Refer to Division of Mines and Geology Special Publication 42)

(ii): Strong seismic ground shaking;

(iii): Seismic-related ground failure, including liquefaction;

(iv): Landslides;

Threshold 4.7.2: Result in substantial soil erosion or the loss of topsoil;

Threshold 4.7.3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse;

Threshold 4.7.4: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating direct or indirect substantial risks to life or property;

Threshold 4.7.5: Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater; or

Threshold 4.7.6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

4.7.6 Project Impacts

Potential impacts of the proposed project related to geology and soils are discussed below pursuant to the thresholds established in Section 4.7.5, above.

Threshold 4.7.1(i): Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidences of known fault? (Refer to Division of Mines and Geology Special Publication 42)

***No Impact*.** As with all of Southern California, the Buildout Area is subject to strong ground motion resulting from earthquakes on nearby faults. The entire region of Southern California is considered to be seismically active.[21] There are, however, no known faults crossing the Buildout Area. According to the United States Geological Survey (USGS) Quaternary Faults Map, the closest fault to the Buildout Area, the Newport-Inglewood Fault System, is 4.8 miles southwest. The Whittier-Elsinore Fault System is the second closest fault to the Buildout Area, located approximately 11.6 miles east of the site.

The Buildout Area is not within an Alquist-Priolo Fault Hazard Zone. Additionally, according to the City's General Plan Safety Element, there are no active or potentially active faults in the City. As

[21] City of Cypress. 2001. *Cypress General Plan Safety Element.* Website: https://www.cypressca.org/home/showdocument?id=714 (accessed January 20, 2025).

such, the chance for surface fault rupture, during or as a consequence of seismic activity, is considered unlikely. Therefore, future development of the land uses allowed under the Specific Plan would not expose people or structures to substantial adverse effects involving the rupture of a known earthquake fault as delineated in the most recent Alquist-Priolo Fault Zone Map. Therefore, the proposed project would have no impact related to this threshold. No mitigation measures are required.

Threshold 4.7.1(ii): Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?

Less Than Significant Impact. According to the California Geological Survey, there are no active faults or Alquist-Priolo Fault Zones within the City. However, the Buildout Area is located in the highly seismic Southern California region within the influence of several fault systems. The degree of seismic ground shaking will depend on several factors including the fault location, distance from the Buildout Area, the soil conditions, the depth to groundwater, and the earthquake magnitude. As specified in **Regulatory Compliance Measure GEO-1**, new development within the Buildout Area would be subject to the seismic design criteria of the 2022 California Building Standards Code requirements that aim to prevent building collapse and reduce the impacts of seismic ground shaking. Adherence to these requirements would reduce injury and loss of life and building damage after an earthquake. Therefore, with the implementation of **Regulatory Compliance Measure GEO-1**, impacts related to seismic ground shaking would be less than significant. No mitigation measures are required.

Threshold 4.7.1(iii): Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?

Less Than Significant with Mitigation Incorporated. The entirety of the City is in a CGS Liquefaction Zone.[22] A CGS Liquefaction Zone is defined as an area where historical occurrence of liquefaction, or local geological, geotechnical and ground water conditions indicate a potential for permanent ground displacements such that mitigation as defined in PRC Section 2693(c) would be required. Soil liquefaction is a phenomenon in which cyclical stresses, produced by earthquake-induced ground motion, create excess pore pressures in relatively cohesionless and low plastic soils. According to the National Resource Conservation Service Web Soil Survey, the soil and the underlying geologic structure under the City include discontinuous human-transported material over mixed alluvium deposits that may become unstable during intense ground shaking. The Buildout Area is underlain by a thin mantle of fill materials and native alluvial soils. Based on the Geotechnical Investigation, site soils are considered to be susceptible to liquefaction settlement during an earthquake.

In addition, the Buildout Area was observed to have a relatively shallow groundwater level, which would increase the risk of liquefaction. According to the Orange County General Plan Safety Element

[22] California Department of Conservation (DOC) California Geological Survey. 2025a. Earthquake Zones of Required Investigation. Website: https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/ (accessed January 21, 2025).

(2013), the City is underlain by a granular sand soil with high water content and is located within a liquefaction zone associated with the Newport-Inglewood Fault and the San Andreas Fault.

The Geotechnical Investigation prepared for the proposed project provides recommendations to reduce the potential for liquefaction at the Buildout Area. The Geotechnical Investigation concluded that total settlement at the existing ground surface due to liquefaction could be expected to range between 1.24 and 3.67 inches. Given the nature and size of the proposed development, the possibility of differential settlements under current conditions that could directly or indirectly cause potential substantial adverse effects, including risk of loss, injury, or death from liquefaction would be considered significant without stabilization techniques at the upper soils being implemented. Therefore, future construction contractors would be required to comply with the recommendations in the Geotechnical Investigation, as detailed in **Mitigation Measure GEO-1** provided below, to ensure impacts are reduced to a less than significant level. **Mitigation Measure GEO-1** would require that the upper soils of the Buildout Area be stabilized with ground improvement techniques beneath any structure intended for human occupancy. The ground improvements may consist of Rammed Aggregate Piers, Vibrated Aggregate Piers, or similar techniques, and would be required to be designed by a qualified ground improvement contractor in an interactive process with the geotechnical engineer and structural engineer.

In addition to proposed ground improvements, any future development within the Buildout Area would be required to be supported on a mat, or mat-type foundation system. Conventional foundations may be utilized for support of lighter at-grade structures if ground improvements reduce the total potential liquefaction settlement potential to a threshold suitable for this type of foundation.

With the addition of the ground improvements in **Mitigation Measure GEO-1**, the potential for surface manifestations of liquefaction that would impact proposed structures in the Buildout Area is considered low, and impacts would be less than significant.

Threshold 4.7.1(iv): Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?

No Impact. According to the City's General Plan Safety Element, landslides have not been recorded within the City boundaries and are not anticipated based on the lack of any significant topographic features. Further, according to the CGS's Landslide Inventory, there are no recorded landslides within the vicinity of the Buildout Area.[23] Both the Buildout Area and surrounding properties are flat with no unusual geographic features. Therefore, neither the Buildout Area nor the surrounding area have the potential for impacts related to landslides. No mitigation is required.

Threshold 4.7.2: Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Construction in the Buildout Area would result in soil erosion and siltation compared to existing conditions. Construction activities would occur on a project-by-project

[23] California Department of Conservation (DOC) California Geological Survey. 2025b. Landslide Inventory. Website: https://maps.conservation.ca.gov/cgs/lsi/app/ (accessed January 21, 2025).

basis, but would likely include site clearing, excavations, grading, and filling. The increased erosion potential could result in short-term water quality impacts as discussed in Section 4.10, Hydrology and Water Quality, of this Draft EIR. Implementation of the proposed project would increase impervious surfaces in the Buildout Area by about 10 percent. This increase would result in higher volumes and velocities of stormwater runoff, which could lead to soil erosion or loss of topsoil.

Any projects in the Buildout Area that would disturb more than one acre of soil would be required to implement **Regulatory Compliance Measure HYD-1**, provided in Section 4.10, which requires preparation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP details Erosion Control and Sediment Control Best Management Practices (BMPs) that would be implemented during project construction to minimize erosion and retain sediment on site. If construction of future development associated with the proposed project would disturb less than one acre of soil, those projects would be required to comply with Section 4.106 of the California Green Building Standards Code (CALGreen Code)**.** Section 4.106 of the CALGreen Code requires implementation of BMPs to prevent flooding and erosion and to retain sediment on site. With incorporation of construction BMPs as required by **Regulatory Compliance Measure HYD-1**, impacts related to erosion during construction would be less than significant, and no mitigation is required.

Implementation of the proposed project would increase impervious surfaces in the Buildout Area by about 10 percent. This increase would result in higher volumes and velocities of stormwater runoff, which could lead to soil erosion or loss of topsoil. Increases in stormwater runoff velocity can lead to downstream erosion in receiving waters. However, future development associated with the proposed project would be required to comply with **Regulatory Compliance Measure HYD-3**, also provided in Section 4.10, which mandates that stormwater runoff be captured in detention basins and/or proprietary flow-based biofiltration systems. These features would detain, filter, and treat runoff prior to discharge into the surrounding storm drain system, thereby substantially reducing the potential for erosion and protecting downstream water quality.

Additionally, according to the Preliminary Water Quality Management Plan (**Appendix H-2**) only one drainage management area in the Buildout Area drains through the Walker Street Storm Drain to a portion of the Bolsa Chica Channel that is not concrete lined and more susceptible to erosion. As required by **Regulatory Compliance Measure HYD-3**, future development associated with the proposed project will include measures to reduce changes to the natural flow of water to reduce erosion. For these reasons, operational impacts related to substantial on-site, off-site, or downstream erosion or siltation would be less than significant, and no mitigation is required.

Threshold 4.7.3: Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse?

***Less Than Significant with Mitigation Incorporated*.** Landslides and other forms of mass wasting, including mud flows, debris flows, and soil slips, occur as soil moves downslope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking. The Buildout Area is relatively flat. As such, landslides and other forms of slope instability do not represent a

significant hazard to the Buildout Area or the surrounding area. In addition, as discussed in Response 4.7.1(iv), the Buildout Area is not within an area susceptible to landslides.

Based on the preliminary grading plans, approximately 95,370 cubic yards of material would need to be imported to the Buildout Area to facilitate proposed project implementation. Construction of future projects may also require trenching to accommodate the installation of utilities. All excavation and grading required for construction must be performed in accordance with City of Cypress Municipal Code Chapter 10 and State Building Codes, and the State Division of Occupational Safety and Health requirements.

Subsidence, the sinking of the land surface due to oil, gas, and water production, causes loss of pore pressure as the weight of the overburden compacts the underlying sediments. No subsidence associated with fluid withdrawal is known to have occurred on or in the vicinity of the Buildout Area.

According to the Geotechnical Investigation, groundwater within the Buildout Area has a historic depth of less than 10 feet below ground surface, ranging from approximately 5 to 12.5 feet below ground surface.[24] As shallow groundwater is present, it is likely that groundwater dewatering would be required during excavation activities. However, any groundwater dewatering would need to implement **Regulatory Compliance Measure HYD-2,** also provided in Section 4.10, which outlines requirements of the Groundwater Dewatering Permit, as specified in Section 4.10. During operation of the proposed project, no groundwater dewatering would occur. Therefore, subsidence associated with dewatering is not anticipated to occur during construction or operation of the proposed project.

As discussed in Response 4.7.1(iii), structures built on or above potentially liquefiable soils may experience bearing capacity failures due to the temporary loss of foundation support or vertical settlements (both total and differential) and/or undergo lateral spreading. Loss of bearing and ground settlement are of concern within the Buildout Area. This would be a potentially significant impact. However, as part of the proposed project, the construction contractor would comply with all recommendations in the Geotechnical Investigation and include ground improvement techniques, stable foundations would be required for all future projects (**Mitigation Measure GEO-1**), and all development would be required to comply with the CBC (**Regulatory Compliance Measure GEO-1**). Therefore, impacts would be less than significant with mitigation incorporated.

Threshold 4.7.4: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating direct or indirect substantial risks to life or property?

No Impact. According to the City's General Plan Program EIR, Geologic and Seismic Hazards Chapter,[25] all soil types within the City are suitable for urban development. Of the known soil types

[24] California Department of Conservation (DOC) California Geological Survey (CGS). 2006. *Seismic Hazard Zone Report of the Los Alamitos Quadrangle, Plate 1.2*.

[25] City of Cypress. 2001. *Cypress General Plan Environmental Impact Report*, Geologic and Seismic Hazards, pp. 4.6-13. Website: https://www.cypressca.org/home/showpublisheddocument/678/636123124960830000 (accessed January 21, 2025).

within the City, none are expansive. Therefore, there is low potential for risks to life or property as a result of the future development within the Buildout Area being located on expansive soil, and the proposed project would have no impact related to expansive soils. No mitigation is required.

Threshold 4.7.5: Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. Future development within the Buildout Area would be served by the City and the Orange County Sanitation District. The proposed project includes the installation of wastewater infrastructure identified in the Specific Plan to serve the future development allowed under the Specific Plan, including two new sewer connections to existing main sewer lines. As detailed in Chapter 3.0, Project Description, future development within the Buildout Area would not include the development of or use of any septic tanks or alternative wastewater disposal systems, as all wastewater generation would be served by the City's existing sewer system. Therefore, the proposed project would not have any impacts related to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. No mitigation measures are required.

Threshold 4.7.6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant with Mitigation Incorporated. According to the City of Cypress General Plan EIR, there are no known paleontological resources in the City. A search of the paleontology collection records for the locality and specimen data at the NHMLA was requested for the proposed project and results were returned on June 1, 2025. The record search did not identify any existing fossil localities within the Buildout Area. However, the search did return fossil localities, present in the same type of sedimentary deposits that underlay[26] the Buildout Area, located within a 10-mile radius of the Buildout Area.

As detailed in the Geotechnical Investigation, fill soils are present in the upper 3 to 5 feet of the Buildout Area, and are mainly composed of silty sand and sandy silt, yellowish. Underlying the fill are native soils at a depth of approximately 10 feet, consisting of interlayered sandy to silty clay, sandy to clayey silt, silty to clayey sand, and sand. Based on the geologic setting, the native soils are Quaternary alluvial deposits within the Los Angeles Basin. Such deposits are often paleontologically sensitive, as they can contain vertebrate fossils (e.g., mammoths, ground sloths, camelids) at depth. Typically, the upper 5 feet of shallow fill and disturbed soils are low sensitivity, but deeper undisturbed alluvium is considered to have high sensitivity under SVP guidelines.[27]

Therefore, construction activities associated with the proposed project that have the potential to disturb native alluvium at a depth below 10 feet would have the potential to have a potentially

[26] Geotechnologies, Inc. 2024. *Environmental Impact Report Soils and Geology Issues, Proposed Mixed-Use Development, 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California.* May 2. (**Appendix F**)

[27] Society of Vertebrate Paleontology (SVP). 2010. *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*. Bethesda, MD.

significant impact on paleontological resources without implementation of mitigation measures. Therefore, **Mitigation Measures GEO-2** and **GEO-3** shall be required. With implementation of these mitigation measures, which make provisions for unknown paleontological resources, discovery stop work procedures, and worker training procedures, project impacts would be mitigated to a less than significant level.

4.7.7 Level of Significance Prior to Mitigation

The potential for surface fault rupture, erosion, subsidence, landslides, lateral spreading, and expansive soil is less than significant, and no mitigation is required. The potential impacts related to seismic shaking and liquefaction would be potentially significant prior to mitigation. The proposed project would also have potentially significant impacts on paleontological resources prior to the implementation of mitigation.

4.7.8 Regulatory Compliance Measures and Mitigation Measures

4.7.8.1 Regulatory Compliance Measures

The following regulatory compliance measure is a requirement of the CBC that is applicable to the proposed project and is considered in the analysis of potential impacts related to geology and soils. The City considers this requirement to be mandatory; therefore, it is not a mitigation measure.

Regulatory Compliance Measure GEO-1 **Compliance with Seismic and Standards in the Building Code.** Prior to issuance of any building permit within the Buildout Area, the City of Cypress (City) Engineer, Building Official, or their designee, and a future project applicant's soils engineer shall review the building plans to verify that the structural design conforms to the requirements of the City of Cypress' latest adopted edition of the California Building Standards Code. Structures and walls shall be designed in accordance with applicable sections of the City's Building Code.

4.7.8.2 Mitigation Measures

In addition to the regulatory requirements and regulatory compliance measure described above, the following mitigation measures would reduce potential impacts related to seismic ground shaking, liquefaction, and paleontological resources to a less than significant level.

Mitigation Measure GEO-1 **Implementation of Geotechnical Investigation Recommendations.** Future development projects within the Buildout Area shall implement the recommendations of the Geotechnical Investigation prepared for the proposed project, to the satisfaction of the City of Cypress' (City) Building Official, including, but not limited to:

Ground Improvement Techniques. Ground improvement techniques shall be implemented in the Buildout Area beneath any structure intended for human occupancy. Ground improvements

may consist of rammed aggregate piers, vibrated aggregate piers, or similar techniques. The ground improvements must be designed by a qualified ground improvement contractor through coordination with a geotechnical engineer and/or structural engineer to ensure liquefaction in the upper soils.

Building Foundation Techniques. Subsequent to the installation of any proposed ground improvements, proposed structures, mat or mat-type foundation systems will be used. Conventional foundations may be utilized for support of the lighter at-grade structure if the ground improvements reduce the total and differential settlement to a threshold confirmed by the geotechnical engineer, the structural engineer, and the construction contractor.

Additional site testing and final design evaluation(s) shall be conducted by a geotechnical consultant to refine and/or enhance these requirements during buildout of the project on an as-needed basis. A future project applicant(s) shall require the geotechnical consultant to assess whether the recommendations in the Geotechnical Investigation need to be modified or refined to address any changes in the project features prior to start of grading. If the geotechnical consultant identifies modifications or refinements to the recommendations, the future project applicant(s) shall make modifications to the final project design and specifications. Examples of additional measures could include: a moisture or vapor retarding system below foundations, additional ground stabilization techniques like cement treatment or aggregate, or removal and replacement of existing soil to eliminate any unsuitable materials or undocumented fill. Design, grading, and construction shall be performed in accordance with applicable requirements in the Municipal Code, the California Building Code, local grading regulations, and any additional measures recommended by the geotechnical consultant in the subsequent geotechnical evaluation(s).

Mitigation Measure GEO-2

Procedures for Unexpected Paleontological Resources Discoveries. If paleontological resources are discovered during ground-disturbing activities associated with the proposed project, construction personnel shall immediately halt work within 50 feet of the discovery, and a future project applicant/developer or construction supervisor shall contact a qualified paleontologist to assess the discovery for scientific importance. A qualified paleontologist is defined as a person with an M.S. or Ph.D. in geology or paleontology and who meets the standards set forth by the Society of Vertebrate Paleontology. The paleontologist shall make recommendations

regarding the collection, treatment, and disposition of the discovery. Scientifically important resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. If paleontological resources are discovered, regardless of their scientific importance, paleontological monitoring shall be required for subsequent ground-disturbing activities at a frequency, depth, and/or interval determined by the paleontologist. Paleontological monitoring shall be conducted by a qualified paleontological monitor as set forth in the Society of Vertebrate Paleontology standards. At the conclusion of monitoring, a final monitoring report shall be prepared by the paleontologist to document the results of monitoring and project compliance with all regulations and project requirements. If scientifically important paleontological resources are recovered, this report shall also document those paleontological resources with a catalog, descriptions, and photographs as determined appropriate by the paleontologist. The final monitoring report shall be submitted to the City of Cypress Director of Community Development Department or designee for review and approval. A copy of this final report shall also accompany the fossil material to the museum repository.

Mitigation Measure GEO-3 **Worker Sensitivity Training**: Prior to issuance of grading permits, applicants for projects that would include ground-disturbing activities below 10 feet in undisturbed native sediments ranked as having a moderate or high paleontological sensitivity shall be required to retain a qualified paleontologist meeting the requirements set forth by the Society of Vertebrate Paleontology. Prior to and during initial ground-disturbing activities, the qualified paleontologist (or their designee) shall provide worker environmental awareness training to construction personnel. Training shall include recognition of potential fossil materials, appropriate worker response protocols, and contact information for the paleontologist.

4.7.9 Level of Significance after Mitigation

With implementation of **Regulatory Compliance Measure GEO-1** and **Mitigation Measures GEO-1** through **GEO-3,** all identified potentially significant impacts related to geotechnical hazards and paleontological resources would be reduced below a level of significance.

4.7.10 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 geology and soils. Typically, geology

and soils impacts are specific to a particular project area and there is little, if any, cumulative relationship between the development of a proposed project and development within a larger geographic area. Therefore, the cumulative impact area for geology and soils is the Buildout Area. Moreover, while seismic conditions are regional in nature, seismic impacts on a given project area are site-specific. For example, development within the Buildout Area would not alter geologic events or soil features/characteristics (such as ground shaking, seismic intensity, or soil expansion or compression). Therefore, the proposed project would not affect the level of intensity at which a seismic event on an adjacent site is experienced.

While seismic events may affect a broad region, development of the cumulative projects would not increase the intensity, frequency, or duration of seismic events or the properties of off-site geology or soils. The CBC (adopted by reference in Chapter 15.08 [Construction Codes] of the City's Municipal Code) contains provisions to safeguard against major structural failures or loss of life caused by earthquakes, liquefaction, ground shaking, landslides, and other seismically induced hazards, as codified in **Regulatory Compliance Measure GEO-1**. In addition, the Geotechnical Investigation recommendations would reduce potential impacts related to seismic ground shaking, liquefaction, compressible/collapsible soils, and paleontological resources as required by **Mitigation Measures GEO-1** and **GEO-3.**

Related projects would also require environmental review pursuant to CEQA including, as necessary, site-specific investigation of potential geologic, seismic, or soil-related impacts. It is reasonable to expect that such site-specific investigation would appropriately identify the siting, design, and construction criteria established in the CBC and/or by the City to address site-specific geologic/soil conditions affecting future development, and that the City would condition future development to fully satisfy said criteria. Therefore, any potential cumulative geologic, seismic, or soil-related impacts would be rendered to a less than significant level, and the project's contribution to such impacts would not be cumulatively considerable.

It is not anticipated that development of the related projects would have any geotechnical impact on the Buildout Area or the buildings that would be constructed as part of the proposed project, nor would the project have geotechnical impacts on any of the eight related projects identified in **Table 4.A: Summary of Related Projects,** in Chapter 4.0, Existing Setting. Therefore, the proposed project and the applicable related projects would not have the potential to cause cumulatively significant adverse impacts related to geology and soils.

Potential impacts of the proposed project to unknown paleontological resources and unique geologic features, when combined with the impacts of past, present, and reasonably foreseeable probable future projects in the City, could contribute to a cumulatively significant impact due to the overall loss of paleontological remains unique to the region. Some of the related projects identified in **Table 4.A** have undergone environmental review pursuant to CEQA, which included an analysis of potential impacts relating to paleontological resources. According to the EIRs prepared for the Shea Properties Mixed Use Development Project (Related Project 1) and Melia Homes -Citrus Square Project (Related Project 2) and the Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the Goodman Commerce Center Project (Related Project 3), impacts related to paleontological resources would be less than significant with implementation of mitigation measures, including procedures for unexpected paleontological resources discoveries. The EIR prepared for the Los

Alamitos Medical Center Project (Related Project 7) determined that impacts related to paleontological resources would not occur with implementation of the Los Alamitos Medical Center Project and all three EIRs determined that cumulative impacts related to paleontological resources would be less than significant. The Sycamore Creek Charter School Project (Related Project 6) and 4562 Katella Avenue Project (Related Project 8) were determined to be exempt from CEQA review under Section 15332 of the *State CEQA Guidelines* (for infill development) and Notices of Exemption (NOEs) were prepared. In order for a project to be exempt under Section 15332 of the *State CEQA Guidelines*, the project must not result in significant effects due to unusual circumstances, which includes impacts to paleontological resources. As such, development of the related projects in combination with the proposed project would not result in significant impacts relating to paleontological resources. The LTP Modern Machine Project (Related Project 5) and 8561 Belmont Street Project (Related Project 4) would also be required to undergo environmental review pursuant to CEQA, which would include an analysis of potential impacts relating to paleontological resources and the identification of any mitigation measures to reduce potential impacts, if necessary. In addition, with implementation of **Mitigation Measures GEO-2** and **GEO-3**, implementation of the proposed project would not result in significant impacts on paleontological resources. If there were any potential for significant impacts to paleontological resources or unique geologic features, an investigation would be required to determine the nature and extent of the resources and identify appropriate mitigation measures. Since all projects within the cumulative study area would be required to implement appropriate mitigation measures and adhere to applicable regulations, implementation of the proposed project, when evaluated in combination with the development of projects listed in **Table 4.A: Summary of Related Projects**, would not contribute to a cumulatively considerable impact related to paleontological resources. Therefore, there would be no cumulatively significant impact related to paleontological resources.

4.8 GREENHOUSE GAS EMISSIONS

This section evaluates the potential impacts related to greenhouse gas (GHG) emissions from implementation of the Specific Plan 3.0 Buildout Project (proposed project) using methodologies and assumptions recommended in the air quality impact assessment guidelines of the South Coast Air Quality Management District (SCAQMD). This section summarizes existing GHG emissions and discusses global climate change, its causes, and the contribution of human activities. This section also estimates the likely GHG emissions that would result from construction and operational activities associated with build out of the proposed project, including vehicular traffic, energy consumption and other emission sources.

4.8.1 Scoping Process

The City of Cypress (City) received six comment letters during the public review period of the Notice of Preparation (NOP). For a copy of the NOP comment letters, refer to **Appendix A** of this Draft Environmental Impact Report (Draft EIR). One of the comment letters, from the Southern California Association of Governments (SCAG), included comments related to GHG emissions.

SCAG recommended that this Draft EIR evaluate the proposed project's consistency with the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal 2024), which outlines goals to reduce greenhouse gas emissions, improve regional air quality, and support an integrated multimodal transportation network. Although SCAG does not implement or approve projects, it advised the City to consult the Connect SoCal 2024 Program Environmental Impact Report (PEIR) for guidance on identifying appropriate CEQA mitigation strategies. These may include measures to minimize emissions, reduce vehicle miles traveled, and enhance transportation efficiency. SCAG also highlighted that achieving regional sustainability goals depends on local agency action and encourages the use of a side-by-side consistency analysis comparing project features with Connect SoCal 2024 goals. These comments are addressed in this section.

4.8.2 Methodology

This Draft EIR uses the State-recommended approach of evaluating whether the project maintains consistency with Statewide climate goals by incorporating and enabling key planning-level GHG-reducing attributes. The significance of the project's GHG emissions impacts is based on the project's compliance with Statewide GHG reduction regulations and requirements, including the 2022 Scoping Plan and Connect SoCal 2024.

A lead agency may also use modeling to estimate GHGs from a project.[1] This allows the lead agency to quantify GHGs resulting from a project. Here, any quantification is for informational purposes, and is not used for a comparative analysis or as a threshold of significance. To that end, this section includes quantified GHG emissions from the California Emissions Estimator Model (CalEEMod) version 2022.1 to for both construction and operation activities associated with the proposed project. CalEEMod output is contained in **Appendix B.**

[1] *State CEQA Guidelines* Section 15064.4.

This estimate further serves to inform the public and decisionmakers of the extent to which the proposed project may increase or reduce GHGs compared to existing conditions. The primary purpose of quantifying the proposed project's GHG emissions is to satisfy *State CEQA Guidelines* Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The estimated emissions inventory is also used to estimate GHG reductions associated with the proposed project. However, the determination of whether or not the proposed project would have a significant impact with regard to GHG emissions is not based on the numeric or quantified GHG emissions resulting from the proposed project.

4.8.3 Existing Environmental Setting

The following describes existing GHG emissions in Cypress, beginning with typical GHG sources, impacts of global climate change, the regulatory framework surrounding these issues, and current emission levels.

4.8.3.1 Background

The following section provides background information on GHGs and global climate change.

Greenhouse Gases. Global climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans in recent decades. The Earth's average near-surface atmospheric temperature rose 0.6 ± 0.2 degrees Celsius (°C) or 1.1 ± 0.4 degrees Fahrenheit (°F) in the 20th century. The prevailing scientific opinion on climate change is that most of the warming observed over the last 50 years is attributable to human activities. The increased amounts of carbon dioxide and other GHGs are the primary causes of the human-induced component of warming. GHGs are released by the burning of fossil fuels, land clearing, agriculture, and other activities, and lead to an increase in the greenhouse effect.[2]

GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are the following:

- Carbon dioxide (CO_2)
- Methane (CH_4)
- Nitrous oxide (N_2O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur hexafluoride (SF_6)

[2] The temperature on Earth is regulated by a system commonly known as the "greenhouse effect." Just as the glass in a greenhouse allows heat from sunlight in and reduces the heat escaping, GHGs such as carbon dioxide, methane, and nitrous oxide in the atmosphere keep the Earth at a relatively even temperature. Without the greenhouse effect, the Earth would be a frozen globe; thus, although an excess of GHGs results in global warming, the *naturally occurring* greenhouse effect is necessary to keep the planet at a comfortable temperature.

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, which is believed to be causing global warming. While man-made GHGs include naturally occurring GHGs such as CO_2, CH_4, and N_2O, some gases, such as HFCs, PFCs, and SF_6, are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation. For the purposes of this analysis, the term "GHGs" will refer collectively only to the six gases listed above, consistent with the GHGs that the California Air Resources Board (CARB) is responsible to monitor and regulate.

These gases vary considerably in terms of Global Warming Potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The global warming potential is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to carbon dioxide, the most abundant GHG; the definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e). **Table 4.8.A: Global Warming Potential of Greenhouse Gases** shows the GWP for each type of GHG. For example, sulfur hexafluoride is 23,900 times more potent at contributing to global warming than carbon dioxide.

Table 4.8.A: Global Warming Potential of Greenhouse Gases

Gas	Atmospheric Lifetime (Years)	Global Warming Potential (100-year Time Horizon)
Carbon Dioxide (CO_2)	50–200	1
Methane (CH_4)	12	21
Nitrous Oxide (N_2O)	114	310
HFC-32	270	11,700
HFC-134a	14	140
HFC-152a	1.4	140
PFC: Tetrafluoromethane (CF_4)	50,000	6,500
PFC: Hexafluoromethane (C_2F_6)	10,000	9,200
Sulfur Hexafluoride (SF_6)	3,200	23,900

Source: *Second Update to the Climate Change Scoping Plan: Building on the Framework* (CARB 2017b). Website: www.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2017-scoping-plan-documents (accessed October 2025).
CARB = California Air Resources Board

The following summarizes the characteristics of the six GHGs and black carbon. Black carbon, a solid particle that is classified as a potent short-lived climate pollutant, also contributes to climate change and is therefore discussed below.

Carbon Dioxide. In the atmosphere, carbon generally exists in its oxidized form, as carbon dioxide (CO_2). Natural sources of CO_2 include the respiration (breathing) of humans, animals, and plants, volcanic out gassing, decomposition of organic matter and evaporation from the oceans. Human caused sources of CO_2 include the combustion of fossil fuels and wood, waste incineration, mineral production, and deforestation. Natural sources release approximately 150 billion tons of CO_2 each year, far outweighing the 7 billion tons of manmade emissions of CO_2 each year. Nevertheless, natural removal processes, such as photosynthesis by land- and ocean-dwelling plant species, cannot keep pace with this extra input of manmade CO_2, and consequently, the gas is building up in the atmosphere.

In 2022, total annual CO_2 accounted for approximately 81.0 percent of California's overall GHG emissions.[3] Transportation is the single largest source of CO_2 in California, which is primarily comprised of on-road travel. Electricity production, industrial and residential sources also make important contributions to CO_2 emissions in California.

Methane. Methane (CH_4) is produced when organic matter decomposes in environments lacking sufficient oxygen. Natural sources include wetlands, termites, and oceans. Decomposition occurring in landfills accounts for the majority of human-generated CH_4 emissions in California and in the United States as a whole. Agricultural processes such as intestinal fermentation, manure management, and rice cultivation are also significant sources of CH_4 in California. Total annual emissions of CH_4 accounted for approximately 9.8 percent of GHG emissions in California in 2022.[4]

Nitrous Oxide. Nitrous oxide (N_2O) is produced naturally by a wide variety of biological sources, particularly microbial action in soils and water. Tropical soils and oceans account for the majority of natural source emissions. Nitrous oxide is a product of the reaction that occurs between nitrogen and oxygen during fuel combustion. Both mobile and stationary combustion emit N_2O, and the quantity emitted varies according to the type of fuel, technology, and pollution control device used, as well as maintenance and operating practices. Agricultural soil management and fossil fuel combustion are the primary sources of human-generated N_2O emissions in California. Nitrous oxide emissions accounted for approximately 3.4 percent of GHG emissions in California in 2022.[5]

Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride. Hydrofluorocarbons (HFCs) are primarily used as substitutes for ozone-depleting substances regulated under the Montreal Protocol.[6] Perfluorocarbons (PFCs) and sulfur hexafluoride (SF_6) are emitted from various industrial processes, including aluminum smelting, semiconductor manufacturing, electric power transmission and distribution, and magnesium casting. There is no aluminum or magnesium production in California;

[3] California Air Resources Board (CARB). 2024. Assembly Bill 32 Greenhouse Gas Emissions Inventory for 2000-2022 – by Gas.

[4] Ibid.

[5] Ibid.

[6] The Montreal Protocol is an international treaty that was approved on January 1, 1989, and was designated to protect the ozone layer by phasing out the production of several groups of halogenated hydrocarbons believed to be responsible for ozone depletion.

however, the rapid growth in the semiconductor industry leads to greater use of PFCs. HFCs, PFCs, and SF_6 accounted for about 5.7 percent of GHG emissions in California in 2022.[7]

Black Carbon. Black carbon is the most strongly light-absorbing component of PM, formed by burning fossil fuels such as coal, diesel, and biomass. Black carbon is emitted directly into the atmosphere in the form of $PM_{2.5}$ and is the most effective form of PM, by mass, at absorbing solar energy. Per unit of mass in the atmosphere, black carbon can absorb one million times more energy than CO_2.[8] Black carbon contributes to climate change both directly, such as absorbing sunlight, and indirectly, such as affecting cloud formation. However, because black carbon is short-lived in the atmosphere, it can be difficult to quantify its effect on global warming.

Most U.S. emissions of black carbon come from mobile sources (52 percent), particularly from diesel-fueled vehicles. The other major source of black carbon is open biomass burning, including wildfires, although residential heating and industry also contribute. CARB estimates that the annual black carbon emissions in California will be reduced approximately 50 percent below 2013 levels by 2030.[9]

Emissions Inventories. An emissions inventory that identifies and quantifies the primary human-generated sources and sinks of GHGs is a well-recognized and useful tool for addressing climate change. This section summarizes the latest information on global, United States, and California GHG emission inventories.

Global Emissions. Worldwide emissions of GHGs in 2021, the latest inventory year available, totaled 19.2 billion metric tons (MT) of CO_2e. Global estimates are based on country inventories developed as part of the programs of the United Nations Framework Convention on Climate Change.[10]

United States Emissions. In 2022, the year for which the most recent data are available, the United States emitted about 6,343.2 million metric tons of CO_2e (MMT CO_2e). Overall, emissions in 2022 increased by 0.2 percent compared to the 2021 total GHG emissions. This increase in total GHG emissions was driven by fossil fuel combustion due primarily to economic activity rebounding after the height of the COVID-19 pandemic. However, GHG emissions in 2022 were 16.7 percent below those of 2005 levels. Of the five major sectors—residential and commercial, agricultural, industry, transportation, and electricity generation—transportation accounted for the highest amount of GHG

7 California Air Resources Board (CARB). 2024. Assembly Bill 32 Greenhouse Gas Emissions Inventory for 2000-2022 – by Gas.

8 United States Environmental Protection Agency (USEPA). 2015. Black Carbon, Basic Information. February 14, 2017. Website: 19january2017snapshot.epa.gov/www3/airquality/blackcarbon/basic.html (accessed October 2025).

9 California Air Resources Board (CARB). 2017c. *Short-Lived Climate Pollutant Reduction Strategy.* March. Website: https://ww2.arb.ca.gov/sites/default/files/2020-07/final_SLCP_strategy.pdf (accessed October 2025).

10 United Nations Framework Convention on Climate Change (UNFCCC). 2023. GHG Data from UNFCCC. Website: unfccc.int/process-and-meetings/transparency-and-reporting/greenhouse-gas-data/ghg-data-unfccc/ghg-data-from-unfccc (accessed October 2025).

emissions in 2022 (28 percent), with electricity generation second at 25 percent and emissions from industry third at 23 percent.[11]

State of California Emissions. The State emitted approximately 371.1 MMT CO_2e emissions in 2022, 9.3 MMT CO_2e lower than 2021 levels.[12] CARB estimates that transportation was the source of approximately 39 percent of the State's GHG emissions in 2022. The next largest sources included industrial sources at approximately 23 percent and electricity generation at 16 percent. The remaining sources of GHG emissions were residential activities at 8 percent, agriculture at 8 percent, and commercial activities at 6 percent.[13]

4.8.4 Regulatory Setting

The following section describes the federal, State, regional, and local regulatory framework applicable to analyzing potential impacts related to GHG emissions from development of the proposed project.

4.8.4.1 Federal Regulations

Federal regulations applicable to GHG emissions are described below.

Federal Clean Air Act. The United States has historically had a voluntary approach to reducing GHG emissions. However, on April 2, 2007, the United States Supreme Court ruled that the USEPA has the authority to regulate CO_2 emissions under the Federal Clean Air Act. While there currently are no adopted federal regulations for the control or reduction of GHG emissions, the USEPA commenced several actions in 2009 to implement a regulatory approach to global climate change.

This includes the 2009 USEPA final rule for mandatory reporting of GHGs from large GHG emission sources in the United States. Additionally, the USEPA Administrator signed an endangerment finding action in 2009 under the Federal Clean Air Act, finding that six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) constitute a threat to public health and welfare, and that the combined emissions from motor vehicles cause and contribute to global climate change, leading to national GHG emission standards.

Energy Independence and Security Act. Signed on December 19, 2007 by President Bush, the Energy Independence and Security Act of 2007 (EISA) aims to: move the United States toward greater energy independence and security; increase the production of clean renewable fuels; protect consumers; increase the efficiency of products, buildings, and vehicles; promote research on and deploy greenhouse gas capture and storage options; improve the energy performance of the Federal Government; and increase U.S. energy security, develop renewable fuel production, and improve vehicle fuel economy. EISA reinforces the energy reduction goals for federal agencies put forth in Executive Order (EO) 13423, as well as introduces more aggressive requirements. The three key

[11] United States Environmental Protection Agency (USEPA). 2024. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2022. Website: https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2022 (accessed October 2025).

[12] California Air Resources Board (CARB). 2024. *California Greenhouse Gas Emissions for 2000 to 2022, Trends of Emissions and Other Indicators Report*. Website: https://ww2.arb.ca.gov/sites/default/files/2024-09/nc-2000_2022_ghg_inventory_trends.pdf (accessed October 2025).

[13] Ibid.

provisions enacted are the Corporate Average Fuel Economy (CAFE) Standards, the Renewable Fuel Standard, and the appliance/lighting efficiency standards.

Corporate Average Fuel Economy Standards. On March 31, 2022, the National Highway Traffic Safety Administration (NHTSA) finalized the CAFE standards for Model Years 2024–2026 Passenger Cars and Light Trucks. The amended CAFE standards would require an industry wide fleet average of approximately 49 miles per gallon for passenger cars and light trucks in model year 2026, by increasing fuel efficiency by 8 percent annually for model years 2024–2025, and 10 percent annually for model year 2026. The final standards are estimated to save about 234 billion gallons of gasoline between model years 2030 to 2050. Heavy-duty pickup truck and van fuel efficiency will increase 10 percent per year for model years 2030–2032 and 8 percent per year for model years 2033–2035.

4.8.4.2 State Regulations

Key efforts by the State are described below.

Executive Order S-3-05 (2005). Governor Arnold Schwarzenegger signed EO S-3-05 on June 1, 2005, which proclaimed that California is vulnerable to the impacts of climate change. To combat those concerns, the executive order established California's GHG emissions reduction targets:

- GHG emissions should be reduced to 2000 levels by 2010
- GHG emissions should be reduced to 1990 levels by 2020
- GHG emissions should be reduced to 80 percent below 1990 levels by 2050

Executive Order B-30-15 (2015). Governor Jerry Brown signed EO B-30-15 on April 29, 2015, which added the following immediate target:

- GHG emissions should be reduced to 40 percent below 1990 levels by 2030

All State agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. The CARB was directed to update the AB 32 Scoping Plan to reflect the 2030 target and therefore is moving forward with the update process. The mid-term target is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue reducing emissions.

Executive Order B-55-18. EO B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." EO B-55-18 directs the CARB to work with relevant State agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO_2e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

Executive Order N-79-20. EO N-79-20, which was signed by the Governor on September 23, 2020, sets the following goals for the State: 100 percent of in-state sales of new passenger cars and trucks shall be zero-emission by 2035; 100 percent of medium- and heavy-duty vehicles in the State shall be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks; and 100 percent of off-road vehicles and equipment in the State shall be zero-emission by 2035, where feasible.

Executive Order B-48-18. In January 2018, Governor Brown signed EO B-48-18 requiring all State entities to work with the private sector to have at least 5 million zero emission vehicle (ZEVs) on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 electric vehicle charging stations by 2025. It specifies that 10,000 of the electric vehicle charging stations should be direct current fast chargers. This order also requires all State entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor's Office of Business and Economic Development is required to publish a Plug-in Charging Station Design Guidebook and update the 2015 Hydrogen Station Permitting Guidebook to aid in these efforts. All State entities are required to participate in updating the 2016 Zero-Emissions Vehicle Action Plan to help expand private investment in ZEV infrastructure with a focus on serving low-income and disadvantaged communities. Additionally, all State entities are to support and recommend policies and actions to expand ZEV infrastructure at residential land uses, through the LCFS Program, and recommend how to ensure affordability and accessibility for all drivers.

Assembly Bill 32 (2006), California Global Warming Solutions Act. California's major initiative for reducing GHG emissions is Assembly Bill (AB) 32, passed by the State Legislature on August 31, 2006. This effort aims to reduce GHG emissions to 1990 levels by 2020. The CARB has established the level of GHG emissions in 1990 at 427 MMT CO_2e. The emissions target of 427 MMT requires the reduction of 169 MMT from the State's projected business-as-usual 2020 emissions of 596 MMT. AB 32 requires the CARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce GHGs that contribute to global climate change. The Scoping Plan was approved by the CARB on December 11, 2008, which contains the main strategies California will implement to achieve the reduction goals and includes CARB-recommended GHG reductions for each emissions sector of the State's GHG inventory.

Assembly Bill 32 (2006), California Global Warming Solutions Act. The CARB approved the First Update to the Climate Change Scoping Plan (First Update) on May 22, 2014. The First Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. The First Update defines CARB climate change priorities until 2020 and also sets the groundwork to reach long-term goals set forth in EOs S-3-05 and B-16-2012. The First Update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals as defined in the initial Scoping Plan. It also evaluates how to align the State's "longer-term" GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. The CARB released a second update to the Scoping Plan, the 2017 Scoping Plan,[14] to reflect the 2030 target set by EO B-30-15 and codified by SB 32.

[14] California Air Resources Board (CARB). 2017a. *California's 2017 Climate Change Scoping Plan*. November.

A third update to the Scoping Plan, the 2022 Scoping Plan[15] was approved in December 2022 and assesses progress toward achieving the SB 32 2030 target and laying out a path to achieve carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

Senate Bill 350 (2015) Clean Energy and Pollution Reduction Act. Senate Bill (SB) 350, signed by Governor Jerry Brown on October 7, 2015, updates and enhances AB 32 by introducing the following set of objectives in clean energy, clean air, and pollution reduction for 2030:

- Raise California's renewable portfolio standard from 33 percent to 50 percent; and
- Increasing energy efficiency in buildings by 50 percent by the year 2030.

The 50 percent renewable energy standard will be implemented by the California Public Utilities Commission for the private utilities and by the California Energy Commission for municipal utilities. Each utility must submit a procurement plan showing it will purchase clean energy to displace other non-renewable resources. The 50 percent increase in energy efficiency in buildings must be achieved through the use of existing energy efficiency retrofit funding and regulatory tools already available to State energy agencies under existing law. The addition made by this legislation requires State energy agencies to plan for and implement those programs in a manner that achieves the energy efficiency target.

Senate Bill 32, California Global Warming Solutions Act of 2016, and Assembly Bill 197. In 2016, the Governor signed SB 32 and AB 197. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Governor Brown's April 2015 EO B-30-15. SB 32 builds on AB 32 and keeps California on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels, consistent with an IPCC analysis of the emissions trajectory that would stabilize atmospheric GHG concentrations at 450 parts per million CO_2e and reduce the likelihood of catastrophic impacts from climate change.

The companion bill to SB 32, AB 197, provides additional direction to the CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 meant to provide easier public access to air emissions data that are collected by the CARB was posted in December 2016.

Senate Bill 100. On September 10, 2018, Governor Brown signed SB 100, which raises California's Renewables Portfolio Standard (RPS) requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also establishes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045.

[15] California Air Resources Board (CARB). 2022a. *2022 Scoping Plan*. November 16. Website: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf (accessed October 2025).

Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Assembly Bill 1279. AB 1279 was signed in September 2022 and codifies the State goals of achieving net carbon neutrality by 2045 and maintaining net negative GHG emissions thereafter. This bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels by 2045 and directs CARB to work with relevant State agencies to achieve these goals.

California Building Efficiency Standards (Title 24, Part 6). The California Building Standards Code, or Title 24 of the California Code of Regulations (CCR) contains the regulations that govern the construction of buildings in California. Within the Building Standards Code, two parts pertain to the incorporation of both energy efficient and green building elements into land use development. Part 6 is California's Energy Efficiency Standards for Residential and Non-Residential Buildings. These standards were first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption and are updated on an approximately 3-year cycle to allow consideration and possible incorporation of new energy efficient technologies and methods. In November 2008, the California Building Standards Commission established the California Green Building Standards Code (CALGreen Code), which sets performance standards for residential and non-residential development to reduce environmental impacts and encourage sustainable construction practices. The CALGreen Code addresses energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. The current set of standards were adopted in 2022 and will apply to projects seeking building permits on or after January 1, 2023. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

Low Carbon Fuel Standard and Advanced Clean Cars. EO S-01-07 established a low carbon fuel standard (LCFS) with a Statewide goal to be established to reduce the carbon intensity of California's transportation fuels that applies to all refiners, blenders, producers, or importers ("Providers") of transportation fuels in California, including fuels used by off-road construction equipment. CARB approved amendments in 2018 to readjust carbon intensity benchmarks to meet California's 2030 GHG reductions targets under SB 32. These amendments include opportunities to promote ZEV adoption, carbon capture and sequestration, and advanced technologies for decarbonization of the transportation sector.

4.8.4.3 Regional Regulations

South Coast Air Quality Management District. In 2008, the SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the Basin. The Working Group developed several different options that are contained in the SCAQMD 2008 draft guidance document titled Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans[16] that could be applied by lead agencies. On September 28, 2010, SCAQMD Working

[16] South Coast Air Quality Management District (SCAQMD). 2008. *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans.* Website: https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf (accessed October 2025).

Group Meeting No. 15 provided further guidance, including a tiered approach for evaluating GHG emissions for development projects where the SCAQMD is not the lead agency. The SCAQMD has not presented a finalized version of these thresholds to the governing board.

The SCAQMD identifies the emissions level for which a project would not be expected to substantially conflict with any State legislation adopted to reduce statewide GHG emissions. As such, the utilization of a service population represents the rates of emissions needed to achieve a fair share of the State's mandated emissions reductions. Overall, the SCAQMD identifies a GHG efficiency level that, when applied statewide or to a defined geographic area, would meet the 2020 and post-2020 emissions targets as required by AB 32 and SB 32. If projects are able to achieve targeted rates of emissions per the service population, the State will be able to accommodate expected population growth and achieve economic development objectives, while also abiding by AB 32's emissions target and future post-2020 targets.

Southern California Association of Governments. On April 4, 2024, SCAG adopted Connect SoCal—the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024) for the SCAG region.[17] In general, Connect SoCal 2024 outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce vehicle miles traveled from automobiles and light-duty trucks and thereby reduce GHG emissions from these sources. For the SCAG region, CARB has set GHG reduction targets at 19 percent below 2005 per capita emissions levels by 2035. Connect SoCal 2024 lays out a strategy for the region to meet these targets. Overall, Connect SoCal 2024 is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets. Land use strategies to achieve the region's targets include planning for new growth around high-quality transit areas and livable corridors, and creating neighborhood mobility areas to integrate land use and transportation and plan for more active lifestyles.[18] However, local General Plans, Specific Plans, or zoning are not required to be consistent with Connect SoCal 2024; SCAG is required to consider local land use controls when drafting the RTP/SCS.

South Coast Air Quality Management District. In 2008, the SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the Basin. The Working Group developed several different options that are contained in the SCAQMD 2008 draft guidance document titled Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans[19] that could be applied by lead agencies. On September 28, 2010, SCAQMD Working Group Meeting #15 provided further guidance, including a tiered approach for evaluating GHG

17 Southern California Association of Governments (SCAG). 2024b. Connect SoCal 2024: The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments. Website: https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf (accessed October 2025).

18 Ibid.

19 South Coast Air Quality Management District (SCAQMD). 2008. *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans.* Website: https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf (accessed October 2025).

emissions for development projects where the SCAQMD is not the lead agency. The SCAQMD has not presented a finalized version of these thresholds to its Governing Board.

The SCAQMD identifies the emissions level for which a project would not be expected to substantially conflict with any State legislation adopted to reduce statewide GHG emissions. As such, the utilization of a service population represents the rates of emissions needed to achieve a fair share of the State's mandated emissions reductions. Overall, the SCAQMD identifies a GHG efficiency level that, when applied statewide or to a defined geographic area, would meet the post-2020 emissions targets as required by AB 32 and SB 32.

4.8.4.4 Local Regulations

The City of Cypress does not currently have an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

4.8.5 Thresholds of Significance

The thresholds of significance for greenhouse gas emissions impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines*. Based on Appendix G, implementation of the proposed project would have a significant impact with respect to greenhouse gas emissions if it would:

Threshold 4.8.1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

Threshold 4.8.2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Section 15064.4 of the *State CEQA Guidelines* provides that a lead agency should make a good-faith effort, based on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. The Guidelines further provide that a lead agency has discretion to determine the appropriate methodology for evaluating significance, including the use of quantitative modeling, qualitative analysis, performance-based standards, or consistency with applicable plans and regulations. Consistent with Section 15064.4, this analysis quantitatively estimates both construction-related and operational GHG emissions associated with the proposed project. However, the quantification is for informational purposes, and is not used for a comparative analysis or as a threshold of significance.

4.8.5.1 SCAQMD Guidance

The SCAQMD released a draft guidance document in 2008 titled, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*,[20] which presented potential screening thresholds and a tiered evaluation framework. However, the SCAQMD's draft interim CEQA thresholds guidance document was not adopted or approved by its Governing Board, and therefore no SCAQMD-adopted quantitative thresholds are applicable to the proposed project. Accordingly, the

City does not rely on the SCAQMD's draft numeric screening thresholds as significance criteria for this project.

4.8.5.2 Selected Thresholds for Proposed Project Analysis

Because no locally adopted quantitative GHG threshold or CEQA-qualified Climate Action Plan applies to the project, the City evaluates significance based on:

- Consistency with statewide GHG reduction regulations and policies, including the CARB 2022 Climate Change Scoping Plan;
- Consistency with Connect SoCal 2024, which integrates regional growth projections and greenhouse gas reduction targets consistent with SB 375; and
- Consideration of applicable statewide regulatory programs that will reduce emissions intensity over time (e.g., SB 100, Advanced Clean Cars II, Low Carbon Fuel Standard, Title 24).

The 2022 Climate Change Scoping Plan provides statewide policy guidance and identifies strategies and planning considerations that support long-term decarbonization. The Scoping Plan's discussion of project attributes is used in this analysis as qualitative guidance to inform the overall evaluation of consistency with statewide climate policy. The City's significance determination is based on the project's incremental contribution to cumulative emissions in light of statewide regulatory programs and regional planning assumptions.

Neither CARB nor SCAQMD has adopted a quantitative threshold of significance for construction-related GHG emissions. Consistent with *State CEQA Guidelines* Section 15064.4, construction emissions are quantitatively estimated and disclosed along with operational emissions as part of a good-faith effort to estimate project emissions and to inform the overall significance determination.

4.8.5.3 Summary of Significance Framework

The significance of greenhouse gas emissions for the proposed project is determined based on whether the project's incremental contribution to cumulative GHG emissions would be cumulatively considerable in light of:

- Statewide statutory emission reduction targets,
- Regional growth assumptions and emissions modeling,
- Applicable regulatory programs, and
- Project-specific mitigation measures.

The City recognizes that GHG impacts are inherently cumulative and therefore evaluates the project's consistency with statewide and regional emissions reduction trajectories rather than relying on a single numeric threshold, consistent with *State CEQA Guidelines* Section 15064.4.

4.8.6 Project Impacts

Threshold 4.8.1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Threshold 4.8.2: Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

***Less than Significant Impact with Mitigation*.** The proposed project consists of the reasonably foreseeable buildout of a portion of the area governed by the Cypress Town Center and Commons Specific Plan that includes approximately 134 acres of land in the City. The proposed project would include the development of up to 1,791 additional residential units within the Buildout Area and 440,000 square feet of non-residential development. The following analysis describes the construction- and operation-related GHG emissions associated with buildout of the proposed project and assesses whether the project's incremental contribution to cumulative GHG emissions would be cumulatively considerable.

Consistent with *State CEQA Guidelines* Section 15064.4, construction and operational GHG emissions associated with the proposed project are quantitatively estimated to disclose the magnitude and sources of emissions.

As described below, with implementation of **Mitigation Measure GHG-1**, **Mitigation Measure AIR-1**, and **Mitigation Measure TRA-1**, impacts related to greenhouse gas emissions would be **less than significant with mitigation**.

Construction Greenhouse Gas Emissions. The following analysis estimates the potential construction GHG emissions associated with future buildout envisioned under the proposed project. These estimates are for informational purposes and provided to supplement the environmental analysis and public disclosure requirements of CEQA in accordance with *State CEQA Guidelines* Section 15064.4.

Construction activities associated with future buildout envisioned under the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

Construction emissions were estimated for future buildout envisioned under the proposed project using CalEEMod. As described in Section 4.3, Air Quality, information regarding the exact scope of each future development project is not yet known; however, construction is assumed to commence in 2026 and conclude in 2038, which was the assumption included in CalEEMod. Construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coatings (painting). The proposed project would require the cut of 248,600 cubic yards of soil and fill of 333,500 cubic yards of soil, which would result in the net import of 84,900 cubic yards of soil, which was also included in CalEEMod. In addition, the proposed project would require the

demolition of approximately 768,360 square feet of existing buildings. Based on information provided by the project applicant, demolition activities would require the use of up to four excavators, two track loaders, a crawler crane, and several bobcats/backhoes, which were included in CalEEMod. This analysis uses default construction equipment in CalEEMod for all other construction phases. This analysis also conservatively assumes the use of Tier 2 construction equipment and that the proposed project would comply with SCAQMD Rule 403 dust control measures. It should be noted that this is a conservative analysis that does not take into account the expected emission reductions that would be achieved through the implementation of **Mitigation Measure AIR-2**, which requires the use of Tier 4 Final or cleaner construction equipment if and to the extent commercially available, or the cleanest available technology that is commercially available and feasible. All other construction details are not yet known; therefore, default assumptions (e.g., construction worker and truck trips and fleet activities) from CalEEMod were used. CalEEMod output sheets are included in **Appendix B**.

Using CalEEMod, it is estimated that future buildout envisioned under the proposed project would generate approximately 32,899.0 MT CO_2e during the 12-year construction period of the project. Construction GHG emissions were amortized over the life of the project (assumed to be 30 years) and added to the operational emissions. When annualized over the life of the project, amortized construction emissions would be approximately 1,096.6 MT CO_2e.

Operational Greenhouse Gas Emissions. As identified above, the proposed project consists of the reasonably foreseeable buildout of up to 1,791 additional residential units within the Buildout Area and 440,000 square feet of non-residential development. As such, the following analysis estimates the potential operational-related energy usage associated with future buildout envisioned under the proposed project.

Long-term GHG emissions are typically generated from mobile sources (e.g., vehicle trips), area sources (e.g., maintenance activities and landscaping), and indirect emissions from sources associated with energy consumption, waste sources (land filling and waste disposal), and water sources (water supply and conveyance, treatment, and distribution). Mobile-source GHG emissions would include project-generated vehicle trips to and from the project. Area-source emissions would be associated with activities such as landscaping and maintenance in the Buildout Area. Energy source emissions would be generated at off-site utility providers because of increased electricity demand generated by the project. Waste source emissions generated by the proposed project include energy generated by land filling and other methods of disposal related to transporting and managing project-generated waste. In addition, water source emissions associated with the proposed project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

In accordance with *State CEQA Guidelines* Section 15064.4(c), GHG emissions were estimated for future buildout envisioned by the proposed project using CalEEMod, assuming up to 1,791 residential units and 440,000 square feet of non-residential development as identified in **Table 3.B** in Chapter 3.0, Project Description. Trip generation rates used in CalEEMod for project were based on the project's trip generation estimate of 21,041 net new average daily trips, as identified in **Table 4.17.A** in Section 4.17, Transportation. It is not yet known whether future buildout under the proposed project would include natural gas; therefore, this analysis conservatively uses default assumptions for natural gas usage. This analysis assumes there would be no woodburning hearths. Where project-specific data were not available, default assumptions (e.g., electricity usage, water usage, and solid

waste generation) from CalEEMod were used to estimate project emissions. **Table 4.8.B**: **Greenhouse Gas Emissions (MT/yr)** shows the calculated GHG emissions for the proposed project. The emissions presented in **Table 4.8.B** are for informational purposes and conservative as they do not take into account the emissions from the existing uses, except for the existing trip generation.

Table 4.8.B: Greenhouse Gas Emissions (MT/yr)

Emissions Source	Operational Emissions (MT/yr)			
	CO_2	CH_4	N_2O	CO_2e
Mobile Sources	16,389.0	0.7	0.7	16,606.0
Area Sources	406.8	<0.1	<0.1	407.3
Energy Sources	3,493.4	0.4	<0.1	3,510.4
Water Sources	170.2	3.3	0.1	275.6
Waste Sources	161.6	16.1	0.0	565.3
Total Project Operational Emissions				**21,364.6**
Amortized Construction Emissions				1,096.6
Total Annual Emissions				**22,461.2**

Source: Compiled by LSA (November 2025).
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
MT/yr = metric tons per year
N_2O = nitrous oxide
SCAQMD = South Coast Air Quality Management District

The proposed project would generate approximately 22,461 MT CO_2e per year, including amortized construction emissions. The City has made a good-faith effort to quantify both construction-related and operational GHG emissions associated with the proposed project using available project information and accepted modeling tools. The resulting emissions estimates are provided to disclose the anticipated magnitude and sources of project-related GHG emissions and to inform decision makers and the public. However, the significance determination is not based on the magnitude of quantified emissions, but rather on evaluation of the project's consistency with applicable statewide and regional policies, regulatory programs, and mitigation measures, as further discussed below.

As described in Section 4.8.5, no locally adopted quantitative GHG threshold or CEQA-qualified Climate Action Plan apply to the project. Therefore, the City evaluates significance based on *State CEQA Guidelines* Section 15064.4, which allows lead agencies to consider quantified emissions, consistency with applicable plans and regulations, or the extent to which a project contributes to cumulative greenhouse gas emissions in light of Statewide and regional emissions reduction programs. The following analysis follows the State-recommended framework described in the 2022 Scoping Plan to evaluate whether the project generally aligns with statewide climate goals through the incorporation of planning-level GHG-reducing attributes. Accordingly, the significance determination is based on the project's consistency with applicable Statewide and regional GHG reduction policies, including the 2022 Scoping Plan and Connect SoCal 2024.

CARB's Scoping Plan. The following discussion evaluates future buildout envisioned under the proposed project according to the goals of the 2022 Scoping Plan, EO B-30-15, AB 1279, SB 32, and AB 197.

EO B-30-15 established an interim target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030. SB 32 codified this target and reinforced California's long-term emissions reduction trajectory established under AB 32. The companion bill to SB 32, AB 197, provides additional direction to the CARB related to the adoption of strategies to reduce GHG emissions. AB 1279 establishes State policy to achieve carbon neutrality and to reduce Statewide anthropogenic GHG emissions to at least 85 percent below 1990 levels by 2045.

The 2022 Scoping Plan[21] establishes a statewide strategy for achieving these statutory goals. The Scoping Plan is a statewide policy document and does not establish project-level CEQA significance thresholds. Rather, it identifies sector-based decarbonization strategies, regulatory programs, and broad land use and transportation policies intended to reduce emissions over time through widespread implementation. The 2022 Scoping Plan emphasizes expansion of clean energy generation, electrification of buildings and transportation systems, and transition away from fossil fuel use. Statewide programs such as EO N-79-20, which directs that all new passenger vehicles sold in California be zero-emission by 2035, are anticipated to substantially reduce transportation-related emissions over time.

Appendix D (Local Actions)[22] of the 2022 Scoping Plan includes "key project attributes" that may indicate alignment of residential or mixed-use development with statewide climate objectives. These attributes are not mandatory requirements and do not constitute adopted CEQA thresholds of significance. Instead, they provide general guidance for evaluating whether development patterns support the State's long-term decarbonization strategy.

The City reviewed the proposed project relative to the 2022 Scoping Plan's policy framework. **Table 4.8.C: Project Consistency with the 2022 Scoping Plan Key Residential and Mixed-Use Project Attributes that Reduce GHGs** summarizes project consistency with the Scoping Plan's planning-level attributes. The analysis demonstrates that the project generally supports the State's decarbonization strategy through infill development patterns, transit accessibility, and implementation of project-specific mitigation measures.

With implementation of **Mitigation Measure AIR-1**, future development facilitated by the proposed project would provide enhanced electric vehicle charging infrastructure consistent with Scoping Plan guidance. The project would also avoid conversion of natural or working lands and, with implementation of **Mitigation Measure TRA-1**, would incorporate transportation demand management strategies supportive of reduced vehicle travel. Building energy performance and electrification measures required under **Mitigation Measure GHG-1** further support long-term building decarbonization objectives.

[21] California Air Resources Board (CARB). 2022b. *2022 Scoping Plan Appendix D Local Actions.* November. Website: https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf (accessed November 2025).

[22] Ibid.

Table 4.8.C: Project Consistency with the 2022 Scoping Plan Key Residential and Mixed-Use Project Attributes that Reduce GHGs

Priority Areas	Key Project Attribute	Would the Project Conflict?
Transportation Electrification	Provides EV charging infrastructure that, at minimum, meets the most ambitious voluntary standard in the California Green Building Standards Code at the time of project approval.	***No Conflict.*** The CALGreen Code requires provision of infrastructure to accommodate electric vehicle (EV) chargers for new single-family and attached dwelling units/town houses. It is not yet known whether future development facilitated by the proposed project would include electric vehicle charging; however, **Mitigation Measure AIR-1** requires that all future development facilitated the proposed project install EV charging capabilities that meet the requirements of the latest version of the CALGreen Code Tier 2 Voluntary Standards. With implementation of **Mitigation Measure AIR-1**, the proposed project would not conflict with this key project attribute.
VMT Reduction	Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).	***No Conflict.*** The Buildout Area consists of 134 acres within the boundaries of the Specific Plan. As stated above, the Buildout Area is currently surrounded by a variety of land uses, including commercial, office, business park, retail, park, residential, religious facilities, and mixed-use land uses. The Buildout Area is currently occupied by the Los Alamitos Race Course and related facilities is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer). As such, the project would facilitate development on infill sites surrounded by existing urban uses.
	Does not result in the loss or conversion of natural and working lands.	***No Conflict.*** The Buildout Area is surrounded by a variety of commercial, office, business park, commercial and retail services, park, residential uses, and religious facilities uses. The Specific Plan designates the Buildout Area for a mix of urban land uses, including parks, residential and local serving commercial uses. The Buildout Area is not currently zoned for or used as natural or working lands. Therefore, the proposed project would not conflict with this key project attribute.
	Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre), or is in proximity to existing transit stops (within a half mile), or satisfies more detailed and stringent criteria specified in the region's SCS.	***No Conflict with Mitigation Measure TRA-1.*** The Specific Plan includes six land use districts that permit the development of residential, commercial, retail, restaurant, entertainment and park and recreational uses within the Buildout Area. Within the land use districts that permit residential uses (which includes all of the land use districts other than the Public Park District), the maximum residential densities range from 8 dwelling units/acre (du/ac) to 30 du/ac. In addition, bus service is currently provided by the Orange County Transportation Authority (OCTA) along Katella Avenue and Valley View Street. All future development facilitated by the proposed project would be required to comply with City policies regarding bicycle parking and other infrastructure. Additionally, the proposed

Table 4.8.C: Project Consistency with the 2022 Scoping Plan Key Residential and Mixed-Use Project Attributes that Reduce GHGs

Priority Areas	Key Project Attribute	Would the Project Conflict?
		project would implement **Mitigation Measure TRA-1**, which requires that any future project applicants for residential development projects within the Buildout Area demonstrate the project's consistency with the Specific Plan-level vehicle miles traveled (VMT) mitigation framework that applies to such project prior to its approval. This framework provides for the construction or improvement of bicycle facilities or sidewalks, which would encourage non-vehicular transportation. Therefore, future buildout envisioned under the proposed project would support the ability to use alternative modes of transportation. Because the proposed project would promote initiatives to reduce vehicle trips and VMT and would increase the use of alternate means of transportation, The proposed project would not conflict with this key project attribute.
	Reduces parking requirements by: eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or providing residential parking supply at a ratio of less than one parking space per dwelling unit; or for multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.	***No Conflict with Mitigation Measure TRA-1.*** The Specific Plan requires future development within the Buildout Area to comply with the parking standards established in the Cypress Zoning Ordinance. Accordingly, the proposed project does not include policies or development standards that would reduce parking requirements (e.g., elimination of minimum parking requirements, parking maximums, reduced residential parking ratios, or unbundled residential parking costs). However, **Mitigation Measure TRA-1** requires that future residential development projects demonstrate consistency with the Specific Plan-VMT mitigation framework prior to project approval. This requirement ensures that future projects incorporate transportation demand management measures and project design features intended to reduce automobile travel and associated VMT. Therefore, although the proposed project does not directly reduce parking requirements, implementation of **Mitigation Measure TRA-1** would ensure that the project does not conflict with this key Scoping Plan attribute from an overall VMT reduction perspective.
	At least 20 percent of units included are affordable to lower-income residents.	***No Conflict.*** The proposed project does not conflict with this goal because it delivers a range of residential uses, from single-family to high-density housing. This diversity of housing types would offer options to accommodate varying household needs within the community. As such, the project supports the provision of varied housing opportunities and would not conflict with this policy.

Table 4.8.C: Project Consistency with the 2022 Scoping Plan Key Residential and Mixed-Use Project Attributes that Reduce GHGs

Priority Areas	Key Project Attribute	Would the Project Conflict?
	Results in no net loss of existing affordable units.	***No Conflict.*** The proposed project would require the demolition and removal of all or a substantial portion of the existing improvements associated with Los Alamitos Race Course, including the race track and infield area, grandstand, buildings, barns and structures and two artificial lakes. The removal of these structures would not result in a net loss of existing affordable uses. As such, the proposed project would not conflict with this key project attribute.
Building Decarbonization	Uses all-electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking.	***No Conflict with Mitigation Measure GHG-1***. The specific building systems and energy sources for future development facilitated by the proposed project have not yet been determined; therefore, it is not known at this time whether all future development would be fully all-electric or include natural gas infrastructure. However, **Mitigation Measure GHG-1** requires future development projects to either implement all-electric building design or, where all-electric design is determined to be infeasible, incorporate additional greenhouse gas reduction measures to minimize emissions associated with building energy use. These measures include, but are not limited to, exceeding applicable Title 24 energy efficiency standards, achieving Leadership in Energy and Environmental Design (LEED) or equivalent sustainability performance, installation of on-site solar photovoltaic (PV) systems, and implementation of energy and water conservation features. Through implementation of **Mitigation Measure GHG-1**, future development would reduce building-related GHG emissions consistent with statewide building decarbonization objectives identified in the 2022 Scoping Plan. Therefore, the proposed project would not conflict with this key Scoping Plan attribute.

Source: CARB (2022) and Compiled by LSA (November 2025).

California has adopted numerous statewide regulatory programs that will substantially reduce emissions intensity over time, including:

- Advanced Clean Cars II and Executive Order N-79-20 (100 percent new passenger vehicle ZEV sales by 2035);
- The Low Carbon Fuel Standard;
- Senate Bill 100 (carbon-free electricity by 2045);

- Title 24 Building Energy Efficiency Standards;
- CALGreen standards; and
- Senate Bill 1383 methane reduction requirements.

Transportation emissions represent the largest portion of project operational emissions. Although the project would introduce additional vehicle trips, per-mile GHG intensity is expected to decline substantially over the life of the project due to mandatory fleet electrification and fuel decarbonization requirements. Similarly, electricity-related emissions will decline as grid carbon intensity decreases pursuant to SB 100. Therefore, while the project would generate operational emissions, those emissions will occur within a regulatory environment designed to ultimately reduce GHG emissions from transportation-related sources on a statewide basis, independent of project-specific mitigation.

As discussed in Section 4.17, Transportation, the project would result in a significant and unavoidable VMT impact under *State CEQA Guidelines* Section 15064.3. VMT significance under CEQA evaluates transportation efficiency and environmental impacts associated with vehicle travel patterns. It does not, by itself, determine whether a project's GHG emissions are cumulatively considerable. Although transportation activity would increase, statewide regulatory programs will reduce GHG emissions per mile traveled over time. Therefore, a significant VMT impact does not compel a conclusion that the project's GHG emissions would conflict with statewide climate goals. GHG impacts are evaluated separately pursuant to *State CEQA Guidelines* Section 15064.4.

To provide additional context, the City evaluated the project's operational greenhouse gas emissions on a per capita basis. Based on an estimated residential population of approximately 5,516 persons at buildout, annual operational emissions of approximately 22,461 MT CO_2e equate to approximately 4.1 MT CO_2e per capita per year**.** For comparison, California's statewide per capita emissions were approximately 9 MT CO_2e per person in recent reporting years. The project's per capita emissions are therefore substantially below the current statewide average and are expected to decline further over time due to fleet electrification, fuel decarbonization, and grid decarbonization under SB 100 and related regulatory programs. This per capita efficiency analysis demonstrates that the project would accommodate State-mandated housing growth at an emissions intensity consistent with Statewide climate objectives.

Furthermore, **Mitigation Measure GHG-1** as presented below, **Mitigation Measure AIR-1**, and **Mitigation Measure TRA-1** require:

- All-electric design or implementation of feasible GHG reduction measures for mixed-fuel projects;
- Enhanced EV charging infrastructure; and
- Transportation demand management strategies.

These measures further reduce project emissions and support long-term decarbonization.

The City has determined that prohibiting natural gas usage is infeasible due to cost-effectiveness considerations, based in part on 2022 studies conducted by the California Public Utilities Commission (CPUC) and the California Energy Commission (CEC).[23] Furthermore, in 2023 and again in 2024, the Ninth Circuit Court of Appeals held that a City ordinance prohibiting natural gas infrastructure in new construction was preempted by the federal Energy Policy and Conservation Act and was therefore unlawful.[24] For these reasons, the City, as lead agency for the environmental review of the proposed project, has found that requiring mitigation to prohibit the usage of natural gas in future projects is not feasible. Accordingly, **Mitigation Measure GHG-1** requires that future development under the proposed project either be all-electric or incorporate additional emission reduction measures if all-electric development is not feasible.

Mitigation Measure GHG-1

Prior to issuance of building permits, project applicants for future development within the Buildout Area shall demonstrate to the satisfaction of the City of Cypress (City) Planning Division that the proposed buildings incorporate feasible greenhouse gas (GHG) reduction strategies consistent with current State and local decarbonization goals. Compliance shall be demonstrated through building plans, energy modeling, California Green Building Standards Code (CALGreen Code) checklists, or similar documentation submitted during the plan check process, as deemed necessary by the City.

Future project applicants shall comply with either the All-Electric Design Path or the Efficient Mixed-Fuel Design Path, as described below:

Preferred Compliance Path: All Electric Design - Future development shall be designed and constructed without natural gas infrastructure or natural gas appliances. All space heating, water heating, cooking, and clothes drying systems shall be fully electric. Electrical service panels shall be sized to accommodate expected loads and future electrification needs.

Alternative Compliance Path: Efficient Mixed-Fuel Design - If a project proposes to install natural gas infrastructure or natural gas appliances, a future project applicant shall implement a combination of GHG reduction measures sufficient to minimize GHG emissions from natural gas usage to the maximum extent feasible. Measures may include, but are not limited to, the following:

[23] Southern California Edison (SCE). 2022. *2019 Reach Code Cost-Effectiveness Analysis. Full Service and Quick-Service Restaurants.* February.

[24] United States Court of Appeals for the Ninth Circuit. Filed April 17, 2023. California Restaurant Association v. City of Berkeley, (9th Cir. 2023) 65 F. 4th 1045, amended and superseded by (9th Cir. 2024) 89 F.4th 1094.

- Exceed Title 24, Part 6 (Building Energy Efficiency Standards) performance requirements by 10–20 percent, where feasible, as demonstrated through energy modeling or prescriptive compliance documentation.
- Install on-site solar photovoltaic (PV) systems to the maximum feasible extent, including on rooftops and parking canopy structures, where structurally and technically feasible.
- Provide electric-ready infrastructure, including service panel capacity, conduit, wiring, and dedicated circuits, to allow future conversion to all-electric appliances and systems.
- Design buildings to achieve, at minimum, Leadership in Energy and Environmental Design (LEED) Silver certification or an equivalent third-party green building rating.
- Install programmable thermostats, advanced metering infrastructure, and smart home energy management systems.
- Provide heating, ventilation, and air conditioning (HVAC) commissioning consistent with CALGreen Code Sections 5.410.2–5.410.4, including a commissioning plan, functional performance testing, and a commissioning report.
- Install cool roof materials meeting an aged solar reflectance of ≥ 0.30, or the most current CALGreen Code requirement, whichever is more stringent.
- Provide infrastructure to accommodate up to 50 percent recycled water use for landscape irrigation, where recycled water supply is available.
- Use water-efficient irrigation systems, minimize turf, and incorporate native, low-water, or drought-tolerant plant species.
- Install rainwater harvesting systems, where feasible.
- Prohibit or restrict the use of potable water for cleaning non-vegetated outdoor surfaces and prohibit systems that apply water to hardscape surfaces.
- Implement and maintain robust solid waste diversion programs, including recycling and organic waste collection consistent with Senate Bill (SB) 1383 requirements.

- All selected GHG reduction measures shall be clearly identified on improvement plans and construction drawings. Compliance with this measure shall be verified by City staff during plan check and confirmed through building inspection prior to final occupancy.

With implementation of **Mitigation Measure GHG-1**, the proposed project would incorporate building design and operational measures that reduce greenhouse gas emissions and support the decarbonization strategies identified in the 2022 Scoping Plan. While the project may not include every planning-level attribute described in the Scoping Plan, those attributes are intended as qualitative guidance and do not constitute adopted CEQA significance thresholds. Based on the project's overall consistency with statewide regulatory programs and long-term emissions reduction strategies, the City concludes that the project would generally align with the policy objectives of the 2022 Scoping Plan and would not, on this basis, conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions.

SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024). Connect SoCal 2024 identifies land use strategies intended to reduce VMT and GHG emissions by focusing housing and employment growth in urbanized areas served by transit and other opportunity areas. The RTP/SCS emphasizes integrated land use and transportation planning, improved system efficiency, complete streets, preservation of the transportation system, expansion of transit options, and promotion of compact development patterns.

Connect SoCal 2024 includes transportation investments and regional growth forecasts that collectively demonstrate achievement of CARB-assigned greenhouse gas reduction targets under SB 375. Specifically, Connect SoCal 2024 demonstrates attainment of the regional target of reducing per-capita GHG emissions from passenger vehicles and light-duty trucks by 19 percent by 2035 compared to 2005 levels. While Connect SoCal 2024 does not require local General Plans, Specific Plans, or zoning to be consistent with the strategy, it establishes a regional framework that encourages local jurisdictions to align land use decisions with regional sustainability objectives.

The proposed project consists of reasonably foreseeable buildout of a portion of the Specific Plan area, including development of up to 1,791 residential units and 440,000 square feet of non-residential uses within an existing urbanized area. The Buildout Area has been identified in the Housing Element and would assist the City in meeting its Regional Housing Needs Allocation (RHNA) obligations. RHNA allocations are incorporated into SCAG's regional growth forecasts and are therefore represented within the assumptions used in the emissions modeling completed for Connect SoCal 2024.

Connect SoCal 2024's modeling assumes housing growth consistent with RHNA allocations while demonstrating achievement of regional per-capita GHG reduction targets. The number of residential units in the proposed project does not exceed SCAG's regional growth assumptions. As an infill development located within an existing urbanized area and near existing transit service, the project's development pattern is consistent with the strategy of accommodating growth in developed areas to reduce pressure for outward expansion and associated transportation emissions contained in Connect SoCal 2024.

According to the United States Census Bureau, the average household size in Cypress from 2019-2023 was approximately 3.08 persons per household.[25] Based on this ratio, the proposed project would accommodate approximately 5,516 persons at full buildout. According to the Connect SoCal 2024 Growth Forecast Technical Report,[26] Cypress's population is anticipated to increase from approximately 50,200 people in 2019 to 56,200 people in 2050, and the City's Sixth Cycle RHNA allocation identifies a housing need of 3,936 units for the 2021–2029 planning period.[27] Development facilitated by the proposed project would contribute to accommodating this planned regional growth rather than introducing growth beyond that contemplated in Connect SoCal 2024.

Because the project implements planned housing growth assumed within SCAG's CARB-certified regional emissions modeling framework, implementation of the project would not interfere with SCAG's ability to achieve the regional greenhouse gas reduction targets established under SB 375. In addition, mitigation measures incorporated into the project, including **Mitigation Measure GHG-1, Mitigation Measure AIR-1,** and **Mitigation Measure TRA-1**, are generally consistent with strategies identified in the Connect SoCal 2024 Program Environmental Impact Report for reducing emissions and improving transportation efficiency.

Accordingly, the proposed project would be consistent with the land use and growth assumptions underlying Connect SoCal 2024 and would not conflict with the region's ability to achieve adopted GHG reduction targets. As identified above, the proposed project would help the City meet its RHNA allocation, which is consistent with SCAG's objectives to provide more housing in Priority Development Areas to preserve natural lands and open spaces and to address the existing housing need as defined by the RHNA. As such, the proposed project would be consistent with Connect SoCal 2024.

Summary. As discussed above, the proposed project would be consistent with the land use and growth assumptions underlying Connect SoCal 2024 and would implement planned housing growth identified in the City's adopted and HCD-certified Housing Element. The project's GHG emissions were quantitatively estimated for both construction and operational phases in accordance with *State CEQA Guidelines* Section 15064.4 and were evaluated in the context of statewide regulatory programs, regional emissions reduction strategies, and project-specific mitigation measures. The CARB 2022 Climate Change Scoping Plan was used as statewide policy guidance to inform the analysis. The City considered the project's overall consistency with statewide and regional emissions reduction trajectories, including implementation of State-mandated housing growth within a CARB-certified regional planning framework. With implementation of **Mitigation Measure GHG-1**, **Mitigation Measure AIR-1**, and **Mitigation Measure TRA-1**, the project's incremental contribution to cumulative GHG emissions would not be cumulatively considerable. Therefore, impacts related to the generation of greenhouse gas emissions, either directly or indirectly, and potential conflict with applicable plans,

25 United States Census Bureau. 2024. *Cypress City, California QuickFacts.* Website: https://www.census.gov/quickfacts/fact/table/cypresscitycalifornia/PST045224 (accessed October 2025).

26 Southern California Association of Governments (SCAG). 2024a. 2024–2050 RTP/SCS Draft Connect SoCal 2024 Growth Projections.

27 Southern California Association of Governments (SCAG). 2021. SCAG 6th Cycle Final RHNA Allocation Plan. Website: https://scag.ca.gov/sites/main/files/file-attachments/6th_cycle_final_rhna_allocation_plan_070121.pdf?1646938785 (accessed January 28, 2025).

policies, or regulations adopted to reduce greenhouse gas emissions would be less than significant with mitigation.

4.8.7 Level of Significance Prior to Mitigation

The proposed project would result in potentially significant impact related to GHG emissions.

4.8.8 Mitigation Measures

Mitigation Measure GHG-1 Prior to issuance of building permits, project applicants for future development within the Buildout Area shall demonstrate to the satisfaction of the City of Cypress (City) Planning Division that the proposed buildings incorporate feasible greenhouse gas (GHG) reduction strategies consistent with current State and local decarbonization goals. Compliance shall be demonstrated through building plans, energy modeling, California Green Building Standards Code (CALGreen Code) checklists, or similar documentation submitted during the plan check process, as deemed necessary by the City.

Future project applicants shall comply with either the All-Electric Design Path or the Efficient Mixed-Fuel Design Path, as described below:

Preferred Compliance Path: All Electric Design - Future development shall be designed and constructed without natural gas infrastructure or natural gas appliances. All space heating, water heating, cooking, and clothes drying systems shall be fully electric. Electrical service panels shall be sized to accommodate expected loads and future electrification needs.

Alternative Compliance Path: Efficient Mixed-Fuel Design - If a project proposes to install natural gas infrastructure or natural gas appliances, the project applicant shall implement a combination of GHG reduction measures sufficient to minimize GHG emissions from natural gas usage to the maximum extent feasible. Measures may include, but are not limited to, the following:

- Exceed Title 24, Part 6 (Building Energy Efficiency Standards) performance requirements by 10–20 percent, where feasible, as demonstrated through energy modeling or prescriptive compliance documentation.

- Install on-site solar photovoltaic (PV) systems to the maximum feasible extent, including on rooftops and parking canopy structures, where structurally and technically feasible.

- Provide electric-ready infrastructure, including service panel capacity, conduit, wiring, and dedicated circuits, to allow future conversion to all-electric appliances and systems.
- Design buildings to achieve, at minimum, Leadership in Energy and Environmental Design (LEED) Silver certification or an equivalent third-party green building rating.
- Install programmable thermostats, advanced metering infrastructure, and smart home energy management systems.
- Provide heating, ventilation, and air conditioning (HVAC) commissioning consistent with CALGreen Code Sections 5.410.2–5.410.4, including a commissioning plan, functional performance testing, and a commissioning report.
- Install cool roof materials meeting an aged solar reflectance of ≥ 0.30, or the most current CALGreen Code requirement, whichever is more stringent.
- Provide infrastructure to accommodate up to 50 percent recycled water use for landscape irrigation, where recycled water supply is available.
- Use water-efficient irrigation systems, minimize turf, and incorporate native, low-water, or drought-tolerant plant species.
- Install rainwater harvesting systems, where feasible.
- Prohibit or restrict the use of potable water for cleaning non-vegetated outdoor surfaces and prohibit systems that apply water to hardscape surfaces.
- Implement and maintain robust solid waste diversion programs, including recycling and organic waste collection consistent with Senate Bill (SB) 1383 requirements.

All selected GHG reduction measures shall be clearly identified on improvement plans and construction drawings. Compliance with this measure shall be verified by City staff during plan check and confirmed through building inspection prior to final occupancy.

Mitigation Measure AIR-1 Prior to issuance of grading permits for development projects in the Buildout Area, a future project applicant in collaboration with the City of Cypress (City) Planning Division shall identify project design details and specifications, where feasible, to document implementation and

compliance with emission reduction measures. The City of Cypress Planning Division shall verify compliance through: (1) review and approval of construction drawings and building permit submittals demonstrating incorporation of the emission-reduction measures; (2) documentation or reporting from the contractor or a future project applicant, as deemed necessary by the City of Cypress Planning Division, demonstrating adherence to approved measures.

The measures below shall be implemented and updated as necessary as they are considered feasible and effective in reducing criteria pollutant emissions generated by the project. These measures shall be reviewed and updated in accordance with the most recent emission-reduction and emission-minimization guidance available, including, at a minimum, the California Air Pollution Control Officers Association (CAPCOA) 2024 guidance. A future project applicant shall incorporate all feasible and updated measures into the final construction drawings, building plans, and contractor specifications for City review, including, but not limited to, the following:

- Provide building access and paths which are physically separated from street parking lot traffic and that eliminate physical barriers such as walls, berms, landscaping and slopes that impede the use of pedestrians, bicycle facilities, or public transportation vehicles.
- Provide continuous sidewalks separated from the roadway by landscaping and on street parking.
- Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.
- Provide preferential parking spaces near the entrance of buildings for those who carpool/vanpool/rideshare and provide signage.
- Install electric vehicle charging capabilities that meet the requirements of the latest version of the California Green Building Standards Code (CALGreen Code) Tier 2 Voluntary Standards.
- Install ENERGY STAR certified heating, cooling, and lighting devices, and appliances or equivalent.
- Install only electric fireplaces.
- Install low-flow water fixtures.

- Utilize energy-efficient design features, including appropriate site orientation, use of lighter color roofing and building materials, and use of deciduous shade trees and windbreak trees to reduce fuel consumption for heating and cooling.
- Use light-colored paving and roofing materials.
- Use low-volatile organic compound (VOC) paints with 10 grams per liter or less.
- Require the use of all-electric landscaping equipment.
- Maximize the planting of trees in landscaping and parking lots.

Mitigation Measure TRA-1

Transportation Demand Management (TDM) Strategies. The Development Agreement between the City of Cypress and the Project Applicant governing the development of the Buildout Area shall include a provision requiring that any future project applicants for subsequent residential development projects within the Buildout Area demonstrate the project's consistency with the Specific Plan-level vehicle miles traveled (VMT) mitigation framework set forth in Items 1 and 2 below that are applicable to such project prior to its approval.

The project-level VMT Evaluation and TDM Plan shall be prepared to the satisfaction of the City of Cypress Planning Director.

1. **Construct or Improve Bike Facility (California Air Pollution Control Officers Association [CAPCOA] Handbook Strategy T-19-A):** This transportation demand management strategy requires the project to include a new bicycle facility or facilities or improve an existing facility that would connect the project to the existing regional bicycle network. The construction/improvement of bicycle facilities would provide residents with the opportunity to bike to their destination rather than drive, reducing the number of vehicle trips and overall project-generated VMT.
2. **Provide Pedestrian Network Improvement (CAPCOA Handbook Strategy T-18):** This transportation demand management strategy requires the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area.

4.8.9 Level of Significance after Mitigation

With implementation of **Mitigation Measure GHG-1, Mitigation Measure AIR-1** and **Mitigation Measure TRA-1**, the proposed project's incremental contribution to cumulative GHG emissions would

be reduced and would not be cumulatively considerable. As discussed in Section 4.8.6, the project's construction and operational GHG emissions were quantitatively estimated consistent with CEQA Guidelines Section 15064.4 and evaluated in the context of applicable statewide and regional greenhouse gas reduction frameworks, including the CARB 2022 Climate Change Scoping Plan and Connect SoCal 2024.

The project would implement planned housing growth identified in the City's adopted and HCD-certified Housing Element and would not exceed regional growth assumptions incorporated into SCAG's CARB-certified emissions modeling. In addition, applicable statewide regulatory programs and project-level mitigation measures would further reduce emissions over time.

Therefore, impacts related to the generation of greenhouse gas emissions, either directly or indirectly, and potential conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions would be less than significant with mitigation.

4.8.10 Cumulative Impacts

GHG impacts are by their nature cumulative impacts. Localized impacts of climate change are the result of the cumulative impact of global emissions. The combined benefits of reductions achieved by all levels of government help to slow or reverse the growth in GHG emissions. In the absence of comprehensive international agreements on appropriate levels of reductions achieved by each country, another measure of cumulative contribution is required. This serves to define the State's share of the reductions regardless of the activities or lack of activities of other areas of the U.S. or the world. Therefore, a cumulative threshold based on consistency with State targets and actions to reduce GHGs is an appropriate standard of comparison for significance determinations.

As described above, both construction and operational GHG emissions associated with the proposed project were quantitatively estimated and evaluated in the context of statewide and regional planning frameworks, including the CARB 2022 Climate Change Scoping Plan and Connect SoCal 2024. The Scoping Plan's project attributes are considered as qualitative guidance and are not applied as mandatory pass/fail significance thresholds. The proposed project incorporates key project attributes that are generally supportive of California's long-term GHG emissions reduction goals and carbon neutrality objectives.

The proposed project represents planned infill growth within an existing urbanized area and has been identified as a key housing opportunity site in the City's adopted and HCD-certified Housing Element. Housing growth facilitated by the project would support the City's RHNA goals, which are incorporated into SCAG's RTP/SCS growth assumptions and associated GHG emissions modeling completed for Connect SoCal 2024. Therefore, the proposed project would not exceed regional growth projections or interfere with implementation of regional strategies to achieve SB 375 per-capita GHG reduction targets.

In addition, implementation of project-specific mitigation measures would reduce project-related emissions, including:

- **Mitigation Measure GHG-1**, which requires future development to implement either all-electric building design or enhanced mixed-fuel energy performance standards supported by energy modeling and building efficiency measures;

- **Mitigation Measure AIR-1**, which includes measures such as electric vehicle charging infrastructure and related emission-reducing building and site design features; and

- **Mitigation Measure TRA-1**, which requires transportation demand management strategies intended to reduce vehicle trips and support lower-emission travel options.

These measures, together with statewide regulatory programs such as SB 100, Advanced Clean Cars II, the Low Carbon Fuel Standard, Title 24 building efficiency standards, and SB 1383, will reduce emissions intensity over the life of the project.

Therefore, when considered in the context of applicable statewide and regional emissions reduction frameworks and implementation of project-specific mitigation measures, the project's incremental contribution to cumulative GHG emissions would not be cumulatively considerable. Cumulative GHG impacts would be less than significant with mitigation.

This page intentionally left blank

4.9 HAZARDS AND HAZARDOUS MATERIALS

This section evaluates the potential for implementation of the Specific Plan 3.0 Buildout Project (proposed project) to result in impacts to hazards and hazardous materials with consideration of local, State, and federal regulations and policies. This section also describes the existing setting for hazards and hazardous materials conditions at the Buildout Area, relates potentially significant adverse public health impacts anticipated as a result of the proposed project, and provides recommended measures pursuant to the California Environmental Quality Act (CEQA).

The hazards and hazardous materials analysis in this section is based in part on the technical analysis contained in the *Phase I Environmental Site Assessment Report Update, Los Alamitos Race Course Redevelopment, 4961 Katella Avenue, Cypress, California 90720* (Phase I ESA)[1] (**Appendix G**), prepared for the proposed project by Partner Engineering and Science, Inc. (Partner Engineering).

4.9.1 Scoping Process

The City of Cypress (City) received six comment letters during the public review period of the Notice of Preparation (NOP). For copies of the NOP comment letters, refer to **Appendix A** of this Draft Environmental Impact Report (Draft EIR). None of the comment letters included comments related to hazards and hazardous materials.

4.9.2 Methodology

Generally, hazardous materials are chemicals that could potentially cause harm during an accidental release or mishap, and are defined as being toxic, corrosive, flammable, reactive, and an irritant, or strong sensitizer.[2] Hazardous substances include all chemicals regulated under the United States Department of Transportation (USDOT) "hazardous materials" regulations and the United States Environmental Protection Agency (USEPA) "hazardous waste" regulations. Hazardous materials require special handling and disposal because of their potential to damage public health and the environment. The probable frequency and severity of consequences from the routine transport, use, or disposal of hazardous materials is affected by the type of substance, the quantity used or managed, and the nature of the activities and operations.

To assess the impacts of the proposed project with respect to hazardous materials, Partner Engineering performed a Phase I ESA for the Buildout Area.

Partner Engineering performed the Phase I ESA in general accordance with the American Society for Testing Materials (ASTM) Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM E1527-21)[3] in an effort to identify, to the extent

---

1 Partner Engineering and Science, Inc. 2025. *Phase I Environmental Site Assessment Report Update, Los Alamitos Race Course Redevelopment, 4961 Katella Avenue, Cypress, California 90720.* July 17. (**Appendix G**)

2 A "sensitizer" is a chemical that can cause a substantial proportion of people or animals to develop an allergic reaction in normal tissue after repeated exposure to a chemical.

3 ASTM Standard E1527-21 constitutes "all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice" as defined at 42 United States Code §9601(35)(B).

feasible, potential Recognized Environmental Conditions (RECs)[4] affecting the Buildout Area that: (1) constitute or result in a material violation or a potential material violation of any applicable environmental law; (2) impose any material constraints on the operation of the Buildout Area or require a material change in the use thereof; (3) require clean-up, remedial action or other response with respect to hazardous substances or petroleum products on or affecting the Buildout Area under any applicable environmental law; (4) may affect the value of the Buildout Area; and (5) may require specific actions to be performed with regard to such conditions and circumstances.

4.9.2.1 Background Research and Data Review

Partner Engineering performed a records review for the Buildout Area and surrounding properties in an effort to identify potential RECs in connection with the Buildout Area and assess potential concerns associated with the migration of hazardous substances to the Buildout Area from off-site sources. The records review included reasonably ascertainable historical data, which can be helpful in identifying the past uses of the Buildout Area and surrounding areas, as they may relate to the environmental condition of the Buildout Area.

4.9.2.2 Site Reconnaissance

On July 7, 2025, Partner Engineering visually assessed the Buildout Area for potential RECs, including, but not limited to, potential underground storage tanks, aboveground storage tanks, polychlorinated biphenyl (PCB)-containing equipment, hazardous materials storage or handling areas, containerized or bulk wastes, and visual indications of impacted soil.

4.9.2.3 Testing and Evaluation

As part of the Phase I ESA, Partner Engineering reviewed previous subsurface investigations for the Buildout Area and a nearby property (5100 Katella Avenue).

4.9.3 Existing Environmental Setting

The Buildout Area has a generally flat topography with a gentle slope towards the west. The approximate elevation of the Buildout Area is 33 feet above mean sea level. The Buildout Area is surrounded by a variety of commercial, office, business park, retail, residential, park and religious uses. Additionally, the Buildout Area is bounded by W. Cerritos Avenue to the north, several existing commercial and institutional uses along and near Walker Street to the east, Katella Avenue and several existing commercial, retail and residential uses to the south, and Lexington Drive to the west. Immediately northwest of the Buildout Area is Lexington Park, a 9-acre park located at 4600 W. Cerritos Avenue at the southeast corner of the Cerritos Avenue/Lexington Drive intersection.

[4] A recognized environmental condition (REC) refers to the presence of hazardous substances or petroleum products in, on, or at the project site due to a release to the environment; the likely presence of hazardous substances or petroleum products in, on, or at the project site due to a release or likely release to the environment; or the presence of hazardous substances or petroleum products in, on, or at the project site under conditions that pose a material threat of a future release to the environment.

Immediately east and north of the Buildout Area is Grace Church, located at 5100 W. Cerritos Avenue. Southeast of the Buildout Area is the Belmont residential project developed by Melia Homes, which includes only residential uses, and The Square at Cypress developed by Shea Homes, which includes residential, hotel, retail, and service uses, including the Homewood Suites by Hilton Cypress Orange County located at 5233 Katella Avenue and a Costco Wholesale at 5401 Katella Avenue. Cottonwood Church, located at 4505 Katella Avenue, is located southwest of the Buildout Area, along with the Ovation at Flora Park, a senior housing community, and a commercial center that includes restaurant and commercial services uses, a 24 Hour Fitness, and the Residence Inn Cypress Los Alamitos, at 4931 Katella Avenue. West of Lexington Drive are light industrial, office, and commercial uses. The 134-acre Buildout Area consists of three properties that contain existing structures and developed areas as detailed below:

Los Alamitos Race Course (LARC) Property (approximately 97 acres): A variety of existing structures and facilities are located on the LARC Property that support horse racing, training, and community activities. Structures include a race track, grandstand structure, two artificial lakes inside the race track, one-story clubhouse and restaurant structures, lighting structures, approximately 41 permanent one-story barns and several temporary structures and barns. The LARC Property also contains parking areas, landscaping, drainage features, sheds, maintenance areas, and perimeter fencing.

The LARC Property's primary structures include the Main Grandstand and Clubhouse Building. The Main Grandstand, built in 1958, is a five-story, 140,000-square-foot structure standing approximately 65 feet high, with a seating capacity of 6,500 people. The Clubhouse Building, constructed in 1955, is a two-story, 35,000-square-foot structure with a capacity of 2,900 people, including an additional 25,000 square feet of patron space. As noted, there are a total of approximately 41 barns supporting the horse racing and training operations on the LARC Property. This includes 36 cinder block barns built in 1958, each approximately 14,000 square feet (totaling 504,000 square feet). Additionally, there are five modular-style barns built in 2013, each about 12,480 square feet (totaling 62,400 square feet). The LARC Property also features the 1,960-square-foot Horseman's Restaurant, constructed in 1999, along with various temporary structures.

Cypress Golf Course (approximately 33 acres): The Cypress GC Property includes a portion of the former Cypress Golf Club, which ceased operation years ago. LARC currently uses approximately one acre of the Cypress GC Property (designated as Lot 1 in Vesting Tentative Tract Map (VTTM) 19247) as a maintenance yard, while the clubhouse for the former Cypress Golf Club is presently being used as a church.

Grace Church Property (approximately 4 acres): The land owned by Grace Church within the Buildout Area, designated as Lots 5 and 10 in VTTM 19247, is part of a larger church property that is currently used for religious services and events and includes a small school, open space and parking areas.

According to aerial photographs, topographic maps, and a City directory obtained from Environmental Data Resources, Inc. (EDR) (provided in **Appendix G**), the Buildout Area was formerly agricultural land as early as 1928; developed with barns associated with the race course by 1952; developed with the current grandstand and race course by 1962; and developed with the current

race course, barns, and church structure by 1994. Tenants on the Buildout Area have included Cypress Golf Club (1996–2001); Tee Time Res (2001); Cypress Junior Golf League (2003); Cypress GC LLC, Seventh-Day Adventist Church (2007–present); Cottonwood Christian Center (2011); and Los Alamitos Race Course and Occupants (1952–present).

The site reconnaissance conducted by Partner Engineering at the Buildout Area did not identify any RECs within the Buildout Area. The site reconnaissance did, however, identify a controlled recognized environmental condition (CREC)[5] associated with four petroleum underground storage tanks (USTs) that were removed from the receiving barn area in the southwest exterior of the race track. The USTs consisted of two 10,000-gallon, one 2,000-gallon, and one 1,000-gallon tank. The tanks contained gasoline and diesel and were used to fuel the various maintenance vehicles on site. Regulatory closure for the former USTs was issued by the Orange County Health Care Agency (OCHCA) on June 26, 1996. Based on the removal of the tanks, the limited residual contamination, and the regulatory closure with a land use stipulation, the site is considered a CREC.

The site reconnaissance also identified a Historical Recognized Environmental Condition (HREC) associated with a 2,000-gallon, two-compartment UST used for gasoline and diesel fuel. The UST, located in the former golf course maintenance area near Lexington Drive (now 4511 Katella Avenue; Assessor's Parcel Number [APN] 241-221-32), was removed in March 2004. Due to the removal of the UST, regulatory oversight and closure, limited impacts below risk thresholds, and subsequent redevelopment of the site, the former UST is considered an HREC.

The Phase I ESA also identified a potential business environmental risk (BER), associated with the age of the existing buildings within the Buildout Area. Due to the age of the existing buildings, Partner Engineering identified a potential that asbestos-containing materials (ACMs) and/or lead-based paint (LBP) are present. However, Partner Engineering noted that all suspect ACMs and painted surfaces were observed in good condition and do not pose a health and safety concern to the occupants of the subject property at this time.

In addition, the Phase I ESA identified potential environmental hazards at the Buildout Area, including the following:

1. Hazardous substances including approximately 20 or more 20-gallon propane tanks and one 60-gallon propane tank for on-site use, located on the western exterior of the grandstand;

2. Seven 55-gallon drums of bleach near the domestic well area, on the southern portion of the Buildout Area;

3. Various emergency generators near the exterior of the grandstand structure;

[5] An REC affecting the Buildout Area that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to implementation of required controls.

4. A 100,000-gallon empty Aboveground Storage Tank (AST) and a 50,000-gallon AST filled with water, located on the southwest portion of the Buildout Area, southwest of the grandstand structure; and

5. Electrical equipment that Partner Engineering determined is unlikely to contain PCBs.

A limited non-intrusive vapor screening was completed at the Buildout Area to identify, to the extent feasible, the potential for vapor encroachment conditions (VECs) in connection with the Buildout Area. The screening determined that vapor intrusion is unlikely to be an issue of concern in connection with the existing structures on the Buildout Area. The Buildout Area was visually inspected for the presence of ACMs and given the relative age of the buildings, which were constructed in 1963, there are suspect ACMs in the drywall systems, floor tiles, floor tile mastic, and acoustical ceiling tiles of the church, grandstand, and barn areas.

The Phase I ESA determined that the Buildout Area is located in USEPA Radon Zone 3, which has a low potential for radon (less than 2.0 picocuries per liter [pCi/L]), and therefore radon is not considered an environmental concern. Due to the commercial nature of the Buildout Area, LBP was not included in the scope of the Phase I ESA. No obvious indications of water damage or mold growth were observed during the visual inspection. No hazardous substances, ASTs or USTs, or PCB-containing materials were observed on adjoining properties during the limited adjoining property reconnaissance.

4.9.4 Regulatory Setting

Hazards and hazardous materials are subject to numerous federal, State, and local laws and regulations intended to protect health, safety, and the environment. The USEPA, the California Environmental Protection Agency (Cal/EPA), the California Department of Toxic Substance Control (DTSC), the Santa Ana Regional Water Quality Control Board (RWQCB), and the County of Orange (County) are the primary agencies responsible for enforcing these regulations. Local regulatory agencies enforce many federal and State regulations through the Certified Unified Program Agency (CUPA) program.

The following section describes the federal, State, regional, and local regulatory framework applicable to analyzing potential impacts related to hazards and hazardous materials from development of the proposed project.

4.9.4.1 Federal Regulations

Occupational Safety and Health Administration (OSHA), Title 29 Code of Federal Regulations (CFR). OSHA is the federal agency responsible for ensuring worker safety. These regulations provide standards for safe workplaces and work practices, including those relating to hazardous materials handling.

United States Environmental Protection Agency (USEPA), Title 40 Code of Federal Regulations (CFR) 700–799 (Toxic Substances Control Act). The Toxic Substances Control Act regulates manufacturing, inventory, and disposition of industrial chemicals, including hazardous materials.

It addresses the production, importation, use, and disposal of specific chemicals including PCBs, ACMs, and LBP.

United States Department of Transportation (USDOT) Regulations, Title 49 Code of Federal Regulations (CFR). USDOT, in conjunction with the USEPA, is responsible for enforcement and implementation of federal laws and regulations pertaining to safe storage and transportation of hazardous materials. CFR 49, 171–180, regulates the transportation of hazardous materials, types of material defined as hazardous, and the marking of vehicles transporting hazardous materials.

Federal Air Regulations, Part 77. The Federal Aviation Administration (FAA) is responsible for the review of construction activities that occur in the vicinity of airports. Its role in reviewing these activities is to ensure that new structures do not result in a hazard to navigation. The regulations in the Federal Air Regulations (14 CFR, Part 77) are designed to ensure that no obstructions in navigable air space are allowed to exist that would endanger the public. Federal Air Regulations Part 77 identifies the maximum height at which a structure would be considered an obstacle at any given point around an airport. The extent of the off-airport coverage that needs to be evaluated for tall structure impacts can extend miles from an airport facility. In addition, Federal Air Regulations Part 77 establishes standards for determining whether objects constructed near airports will be considered obstructions in navigable airspace, sets forth notice requirements of certain types of proposed construction or alterations, and provides for aeronautical studies to determine the potential impacts of a structure on the flight of aircraft through navigable airspace.

Resource Conservation and Recovery Act. The Resource Conservation and Recovery Act (RCRA) of 1976 is administered by the USEPA and regulates hazardous waste (materials that have already been discarded or are destined for disposal, treatment, or recycling) from its creation through transport, treatment, storage, and disposal. Its purpose is to protect human health and the environment by ensuring hazardous wastes are properly identified, tracked, and handled. RCRA works alongside USDOT hazardous materials rules, which cover safe transport, to create a complete system for controlling dangerous substances.

Comprehensive Environmental Response, Compensation, and Liability Act. The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980 is administered by the USEPA and regulates hazardous substances that have already been released, or threaten to be released, into the environment. The CERCLA allows the federal government to respond to chemical spills, leaks, or contaminated sites; establishes a cleanup process and gives the USEPA authority to make responsible parties (past or present owners, operators, transporters, or arrangers) pay for cleanup costs; and created the Superfund trust fund to pay for cleanups when no responsible party can be found.

4.9.4.2 State Regulations

State Assembly Bill 2948. In response to the growing statewide concern of hazardous waste management, Assembly Bill 2948 (Tanner 1986) enacted legislation authorizing local governments to develop comprehensive hazardous waste management plans. The intent of each plan is to assure that adequate treatment and disposal capacity is available to manage the hazardous wastes generated within its jurisdiction.

California Occupational Safety and Health Administration (Cal/OSHA) Regulations. Cal/OSHA is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA requires many entities to prepare injury and illness prevention plans and chemical hygiene plans and provides specific regulations to limit exposure of construction workers to lead.

Cortese List Statute (California Government Code, §65962.5). This regulation requires the California DTSC to compile and maintain lists of potentially contaminated sites throughout the State and includes the Hazardous Waste and Substances Sites List. The overall list is called the "Cortese" List.

Safe Drinking Water and Toxic Enforcement Act (Proposition 65, California Health and Safety Code, §25249.5 et seq.). The Safe Drinking Water and Toxic Enforcement Act is similar to the federal Safe Drinking Water Act and Clean Water Act in that it regulates the discharge of contaminants to groundwater.

Hazardous Waste Control Law. The Hazardous Waste Control Law (HWCL) regulates hazardous waste, working in parallel with the federal RCRA program. Its purpose is to protect public health and the environment by requiring that hazardous wastes are properly identified, tracked, stored, treated, transported, and disposed of. The law gives the California DTSC primary authority to oversee hazardous waste generators and facilities, and in many areas, it is stricter than the federal RCRA, setting additional requirements specific to California.

4.9.4.3 Regional Regulations

Certified Unified Program Agency (CUPA). Senate Bill 1082 provides for the designation of a CUPA that would be responsible for the permitting process and collection of fees regarding hazardous materials. The CUPA would be responsible for implementing at the local level the Unified Program, which serves to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities for the following environmental and emergency management programs: Hazardous Waste; Hazardous Materials Business Plan; California Accidental Release Prevention Program; Underground Hazardous Materials Storage Tanks; Aboveground Petroleum Storage Tanks/Spill Prevention Control & Countermeasure Plans; and Hazardous Waste Generator and On-Site Hazardous Waste Treatment (tiered permitting) Programs.

The Environmental Health Division of the OCHCA is designated as the CUPA for the City, and coordinates the regulation of hazardous materials and hazardous wastes in the City for construction and operational activities through the following programs:

- Aboveground Petroleum Storage Tank (APST)
- Business Emergency Plan (BEP)
- California Accidental Release Prevention (CalARP)
- Hazardous Materials Disclosure (HMD)
- Hazardous Waste (HW)
- Underground Storage Tank (UST)

The Orange County Fire Authority (OCFA) is the administering agency for the chemical inventory and business emergency plan regulations for the City. OCFA's disclosure activities are coordinated with the OCHCA. OCFA's Hazardous Materials Services Section (HMSS) is staffed with technical and administrative personnel who are assigned the implementation and management of the disclosure program.

County of Orange and Orange County Fire Authority (OCFA) Local Hazard Mitigation Plan (2021). This plan identifies risks and vulnerabilities, establishes hazard mitigation strategies, describes emergency organization, task assignments, and general procedures, and provides for coordination of response in the event of an emergency.

Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos. The Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos was developed by the Orange County Airport Land Use Commission (ALUC) and serves to ensure safe and compatible development in areas surrounding the military airfield.

South Coast Air Quality Management District Rule 1403. Rule 1403, issued by the South Coast Air Quality Management District (SCAQMD), establishes mandatory work-practice standards to limit asbestos emissions during building demolition, renovation, and related activities where ACMs may be disturbed. Rule 1403 also enforces the requirements for asbestos surveys, prior notification, safe removal, cleanup procedures, and proper disposal of asbestos-containing waste material (ACWM).

4.9.4.4 Local Regulations

Cypress Town Center and Commons Specific Plan 3.0. The Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan) contains applicable goals from the Safety Element of the City of Cypress General Plan, including Goals SAF-3, SAF-5, and SAF-8, as detailed below. The Specific Plan also states that any use, storage, or transport of hazardous materials would be in accordance with all applicable federal, State and local laws. The Specific Plan further states that development pursuant to the Specific Plan will be consistent with the height and noise limitations and notification requirements in the ALUC's 2017 *Airport Environs Land Use Plan (AELUP) for Joint Forces Training Base (JFTB) Los Alamitos*,[6] as described in the Safety Element of the City of Cypress General Plan. On July 18, 2024, the ALUC voted in favor of the staff recommendation to find the Specific Plan consistent with the AELUP for JFTB Los Alamitos.

City of Cypress General Plan 2001. The Safety Element of the City of Cypress General Plan contains the following applicable goals and policies related to hazards and hazardous materials:

- **SAF-3 Hazardous Materials.** Minimize risks to life and property associated with the handling, transporting, treating, generating, and storing of hazardous materials.
    - **SAF-3.1**: Locate new and relocate existing land uses that utilize, produce, transport, or store hazardous materials a safe distance from other land uses that may be adversely affected by such activities.

[6] Orange County Airport Land Use Commission (ALUC). 2017. *Airport Environs Land Use Plan (AELUP) for Joint Forces Training Base (JFTB) Los Alamitos*. Amended August 17, 2017.

- **SAF-3.2:** Encourage and support the proper disposal of household waste and waste oil. Monitor dry cleaners, film processors, auto service establishments, and other businesses generating hazardous waste materials to ensure compliance with approved disposal procedures.

- **SAF-3.3:** Prosecute unlicensed dumping of toxic or hazardous materials into the ground or water in Cypress. Increase the fines levied for illegal dumping. Encourage citizens to report dumping when they observe it.

- **SAF-3.4:** Support efforts to enforce State "right to know" laws, which outline the public's right to information about local toxics producers.

- **SAF-5 Fire Protection.** 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.

  - **SAF-5.1:** Maintain a response time of eight minutes for the first responder engine and provide paramedic service within five minutes.

  - **SAF-5.2:** Evaluate the effects of new development on the Orange County Fire Authority's response time. Ensure through the development review process that new development will not result in reduced emergency service levels.

  - **SAF-5.3:** Maintain and periodically review procedures for dealing with fire emergencies in the City's Disaster Plan.

  - **SAF-5.4:** Establish evacuation routes for an urban fire.

  - **SAF-5.5:** Maintain mutual aid agreements with surrounding jurisdictions for fire protection.

  - **SAF-5.6**: Provide adequate fire equipment access to structures within the community.

  - **SAF-5.7:** Maintain an ongoing fire inspection program to reduce fire hazards associated with older buildings, critical facilities, public assembly facilities, and industrial and commercial buildings.

  - **SAF-5.8:** Promote the utilization of fire-safe building materials and enforce the City's fire sprinkler ordinance.

- **SAF-8 Aircraft Overflight.** Protect Cypress residents from air operation accidents.

  - **SAF-8.1:** Limit development height within the flight approach to the Joint Forces Training Center (JFTC) Los Alamitos to minimize safety hazards to aircraft and protect the airfield.

  - **SAF-8.2:** Monitor legislation and regulations established by the Joint Forces Training Center (JFTC) Los Alamitos.

  - **SAF-8.3:** Establish an emergency response plan for aircraft incidents.

City of Cypress Municipal Code. Article 3, Section 10.050 (Hazardous Materials Storage) of the Cypress Municipal Code includes the regulations that would apply to the proposed project related to the provision of hazardous materials. The intent of this chapter is to ensure that the use, handling, storage, and transportation of hazardous substances comply with all applicable State laws (Government Code Section 65850.2 and Health and Safety Code Section 25505, et seq.) and that appropriate information is reported to the City in a timely manner.

4.9.5 Thresholds of Significance

The thresholds of significance for hazards and hazardous materials impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines.* Based on these thresholds, implementation of the proposed project would have a significant impact with respect to hazards and hazardous materials if it would:

Threshold 4.9.1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

Threshold 4.9.2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;

Threshold 4.9.3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

Threshold 4.9.4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;

Threshold 4.9.5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area;

Threshold 4.9.6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

Threshold 4.9.7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

4.9.6 Project Impacts

Threshold 4.9.1: **Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Less Than Significant Impact. The proposed project would not involve the routine transport of hazardous materials to and from the Buildout Area. During demolition, excavation, on-site grading, and building construction, hazardous materials such as fuels and oils associated with construction equipment, as well as paints, solvents, cement products containing strong basic or acidic chemicals could be routinely used in the Buildout Area throughout construction. These materials are commonly used at construction sites. The amount of hazardous chemicals present during construction would be limited to what is required to operate construction equipment, and construction activities would be required to comply with applicable State and federal regulations for proper transport, use, storage, and disposal of excess hazardous materials and hazardous construction waste. The temporary transport, use, storage, or disposal of fuels, lubricants, paints, and other hazardous materials related to construction would not pose a significant hazard to the public or the environment unless the materials were accidentally spilled or released into the environment. The potential for the release of hazardous materials during project construction is low, and even if a release were to occur, it would not result in a significant hazard to the public, surrounding land uses, or the environment due to the small quantities of these materials associated with construction vehicles. In addition, California standards for workers dealing with hazardous materials are contained in California Code of Regulations (CCR) Title 8 and include practices for all industries (General Industrial Safety Orders), as well as specific practices for construction. Workers at hazardous waste sites (or workers who may be exposed to hazardous wastes that might be encountered during excavation of contaminated soils) must receive specialized training and medical supervision according to the Hazardous Waste Operations and Emergency Response regulations.[7] Additional regulations have been developed for construction workers potentially exposed to lead[8] and asbestos.[9]

The transport, use, storage, or disposal of hazardous materials during construction would be regulated by the OCFA and Cal/OSHA. Additionally, the USDOT Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials by truck and rail on State highways and rail lines, as described in CFR Title 49 and implemented by CCR Title 13. Worker health and safety is also regulated at the federal level by the United States Department of Labor OSHA. OSHA regulations include training requirements for construction workers and a requirement that hazardous materials are accompanied by manufacturer's Safety Data Sheets (SDSs). The Federal Occupational Safety and Health Act of 1970 authorizes states to establish their own safety and health programs with OSHA approval. Worker health and safety protections in California are regulated by the California Department of Industrial Relations (DIR). The DIR includes the Division of Occupational Safety and Health (DOSH), better known as Cal/OSHA, which acts to protect workers from safety hazards. Cal/OSHA regulations include requirements for protective clothing, training, and limits on exposure to hazardous materials. California standards for workers dealing with hazardous materials are contained in CCR Title 8 and include practices for all industries (General Industrial Safety Orders), and specific practices for construction, and other industries. The routine transport, use, and disposal of hazardous materials within the Buildout Area during construction activities would be required to comply with a project Health and Safety Plan (HASP) prepared in accordance with CCR Title 8, which would reduce potential health hazards for construction workers

7 California Code of Regulations, Title 8, Section 5192.
8 California Code of Regulations, Title 8, Section 1532.1.
9 California Code of Regulations, Title 8, Section 1529.

from the routine transport, use, or disposal of hazardous materials. Construction activities would comply with applicable regulations, as outlined above, including requiring hazardous materials carriers to register with the DTSC as required by the USDOT, which regulates the transport of hazardous materials and waste in connection with construction activities. In addition, **Regulatory Compliance Measures HYD-1 through HYD-3,** provided in Section 4.10, Hydrology and Water Quality, would ensure compliance with waste discharge permit requirements to avoid potential impacts to water quality due to spills or runoff from hazardous materials used during construction. Therefore, impacts related to the routine transport, use, or disposal of hazardous materials during demolition would be less than significant. No mitigation measures would be required.

The proposed project would include development of up to 1,791 new residential units within the Buildout Area, reflecting the remaining allowable units under the Specific Plan after accounting for the previously constructed 135-unit Belmont residential project. In addition, the proposed project is anticipated to include approximately 440,000 square feet of non-residential development, which represents about 50 percent of the 879,170 square feet permitted under the Specific Plan. Operation of residential uses typically do not present a hazard associated with the accidental release of hazardous substances into the environment because residents are not anticipated to use, store, dispose of, or transport large volumes of hazardous materials. Hazardous substances associated with residential uses are typically limited in both amount and use, such that they can be contained without impacting the environment. In addition, the proposed non-residential uses would include commercial space pursuant to the Specific Plan that is intended to provide retail and other service-oriented uses. These types of non-residential uses would use minimal amounts of hazardous materials during operations that would be similar to those used by residential uses (i.e., cleaning products, pesticides/herbicides/fertilizers associated with landscaping), and therefore are also unlikely to present a hazard associated with the accidental release of hazardous substances into the environment.

Long-term operations activities typical of the residential and non-residential uses envisioned under the proposed project involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, fertilizers, and pesticides. For example, maintenance activities related to landscaping include the use of fertilizers and light equipment (e.g., lawn mowers and edgers) that may require fuel. As stated previously, these types of activities do not involve the use of a large or substantial amount of hazardous materials. Further, such materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. In addition, operation of future residential and non-residential development associated with the proposed project would not store, transport, generate, or dispose of large quantities of hazardous substances. Therefore, potential impacts from the routine transport, use, or disposal of hazardous materials resulting from operation of the proposed project would be less than significant, and no mitigation would be required.

The City's Safety Element,[10] which includes Goals SAF-3, SAF-5, and SAF-8 and the associated policies discussed in Section 4.9.4, establishes the framework for addressing public safety hazards, including those related to hazardous materials. Additionally, the OCFA HMSS and the Environmental

[10] City of Cypress. 2001. *Cypress General Plan Safety Element.* Website: https://www.cypressca. org/home/showpublisheddocument/11369/638061 699910600000 (accessed August 2025).

Health Division of the OCHCA serve as the primary agencies overseeing hazardous materials management within the City. The County's Hazardous Material Management Plan[11] ensures that adequate treatment and disposal capacity is available to manage the hazardous waste generated within the County and addresses issues related to the disposal, handling, processing, storage, and treatment of local hazardous materials and waste products.

Future development applications within the Buildout Area would be required to comply with all applicable regulations and standards related to the proper transport, use, storage, and disposal of hazardous materials and hazardous waste. Additionally, future developments would be reviewed by the OCFA for hazardous materials and would be required to comply with waste discharge permit requirements to avoid potential impacts to water quality due to spills or runoff from hazardous materials used during construction. Moreover, any future development projects requiring discretionary actions would be subject to environmental review, in accordance with the provisions of CEQA and the *State CEQA Guidelines.*

Therefore, implementation of the proposed project would result in less than significant impacts related to the routine transport, use, or disposal of hazardous materials, and no mitigation is required.

Threshold 4.9.2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

***Less Than Significant with Mitigation Incorporated*.** The Buildout Area was historically used for agricultural purposes until approximately 1947. Based on historical agricultural use, pesticides, or herbicides may have been utilized on the Buildout Area and near-surface soils may have at one time contained these compounds. However, the soils on the Buildout Area were reworked when the Buildout Area was developed beginning in the 1950s, and, therefore, it is not anticipated that any hazardous materials in the soil remain related to past agricultural use.

The Phase I ESA concluded that there was no evidence of RECs at the Buildout Area. However, one CREC was identified related to the historical removal of four USTs—two 10,000-gallon, one 2,000-gallon, and one 1,000-gallon—that had been used to store gasoline and diesel for maintenance vehicles. These tanks were removed in 1988 under the oversight of the OCHCA. Soil and groundwater remediation took place between 1989 and 1993, utilizing vapor extraction and groundwater treatment systems. By 1996, OCHCA granted regulatory case closure, confirming that remaining contamination levels were below thresholds of concern. The closure requires notification of OCHCA if a change in land use is proposed. The proposed project includes changes to the existing land uses in the Buildout Area, so a copy of this Draft EIR and the Notice of Completion (NOC) will be provided to OCHCA, as specified in **Mitigation Measure HAZ-1** and provided below. No active remediation systems or groundwater monitoring wells are currently present within the Buildout Area.

[11] Orange County Fire Authority (OCFA). 2007. Hazardous Material Management Plan. Hazardous Materials Identification. December 6, 2007.

The Phase I ESA also identified an HREC associated with a 2,000-gallon, two-compartment UST used for gasoline and diesel fuel. The UST, located in the former golf course maintenance area near Lexington Drive (now 4511 Katella Avenue; APN 241-221-32), was removed in March 2004. Due to the removal of the UST, regulatory oversight and closure, limited impacts below risk thresholds, and subsequent redevelopment of the site, the former UST is considered an HREC and no longer presents a hazardous environmental condition associated with the Buildout Area.

Additionally, the Phase I ESA identified one potential BER associated with the age of the buildings on site, which may include ACMs or LBP. In accordance with SCAQMD Rule 1403, a comprehensive asbestos survey would be required prior to demolition. All identified ACMs and suspect materials would be removed by a certified asbestos abatement contractor in accordance with applicable regulations. Therefore, through compliance with applicable regulations, the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving ACMs, and impacts would be less than significant.

The identified presence of a CREC, an HREC, and a BER in association with the Buildout Area represents a potentially significant impact associated with creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. To address this potentially significant impact, the Phase I ESA recommended preparation and implementation of an Operations and Maintenance (O&M) Plan to safely manage the suspect ACMs and LBP associated with the existing buildings within the Buildout Area and the notification of the OCHCA as required in the case closure summary from 1996 for the CREC. No additional subsurface investigations were recommended. Future development facilitated by the proposed project would be required to implement these recommendations, as detailed in **Mitigation Measure HAZ-1**.

Based on the analysis provided above, impacts associated with the release of hazardous materials into the environment through reasonably foreseeable upset and accident conditions would be less than significant with adherence to existing regulatory requirements, including SCAQMD Rule 1403, and implementation of **Mitigation Measure HAZ-1,** requiring implementation of the recommendations provided in the Phase I ESA. Therefore, with incorporation of **Mitigation Measure HAZ-1**, project impacts would be less than significant.

Threshold 4.9.3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

***Less Than Significant Impact*.** There are five schools located within 0.25 mile of the Buildout Area:

- Grace Christian School, a religious school located at 4545 Myra Avenue;
- Del Sol School, a non-public school located at 5400 Myra Avenue;
- Little School of the West, a preschool located at 5471 West Cerritos Avenue;
- Miracle Land Preschool, a preschool located at 4371 West Cerritos Avenue; and
- Sycamore Creek Charter School, located at 4321 West Cerritos Avenue.

As described above, the proposed project would not create a significant hazard to the public or the environment due to hazardous materials with compliance with federal, State, and local regulations for the management of hazardous materials. In addition, the proposed residential and non-residential uses within the Buildout Area would not present a hazard associated with the accidental release of hazardous substances into the environment as these uses are not anticipated to use, store, dispose or transport large volumes of hazardous materials. Hazardous substances associated with these uses are typically limited in both amount and use such that they can be contained without impacting the environment. Therefore, implementation of the proposed project would not result in hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. Project impacts are considered less than significant, and no mitigation is required.

Threshold 4.9.4: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant with Mitigation Incorporated. Database searches of the Buildout Area, including a GeoTracker search and a search of Superfund sites, determined that the Buildout Area is not included on a list of hazardous materials sites that could create a significant hazard to the public or the environment, is not included on the Cortese List compiled pursuant to Government Code Section 65962.5, and is not a recorded Superfund site. As part of the Phase I ESA for the Buildout Area, a comprehensive government records database search was conducted to identify potential environmental concerns within a specified radius of the Buildout Area. The regulatory database search results indicated the Buildout Area was listed in multiple databases, including but not limited to: AST, California Environmental Reporting System (CERS) Tank, Cleanup Sites, Department of Toxic Substances Control's Hazardous Waste Tracking System (HAZNET), Leaking Underground Storage Tank (LUST), and Resource Conservation and Recovery Act Small Quantity Generator (RCRA-SQG). Although the Phase I ESA identified these listings, none were determined to be RECs or HRECs.

Additionally, while the Phase I ESA concluded that the Buildout Area is not associated with any active RECs, it is associated with one CREC, one HREC, and one BER, which include:

- Four underground storage tanks: two 10,000-gallon USTs, one 2,000-gallon UST, and one 1,000-gallon UST, which were used to store unleaded gasoline and diesel for maintenance vehicles. These USTs were removed in 1988 under the oversight of the OCHCA. Following their removal, soil and groundwater remediation was conducted between 1989 and 1993 using soil vapor extraction and groundwater treatment systems. The site was granted regulatory case closure in 1996 by OCHCA, which confirmed that contamination levels were reduced below thresholds of concern. The closure requires notification of OCHCA if a change in land use is proposed. The proposed project includes changes to the existing land uses in the Buildout Area, so a copy of this Draft EIR and the NOC will be provided to OCHCA.

- One underground storage tank: a 2,000-gallon, two-compartment UST used for gasoline and diesel fuel. The UST, located in the former golf course maintenance area near Lexington Drive (now 4511 Katella Avenue; APN 241-221-32), was removed in March 2004. Due to the removal

of the UST, regulatory oversight and closure, limited impacts below risk thresholds, and subsequent redevelopment of the site, the former UST is considered an HREC and no longer presents a hazardous environmental condition associated with the Buildout Area.

- Due to the age of the existing on-site structures, including barns and other buildings, the potential presence of ACMs and LBP represents a BER. No sampling was conducted as part of the Phase I ESA. However, should renovation or demolition of these older structures occur, ACMs and LBP could pose a hazard to workers and occupants if not properly identified and managed. As such, adherence with SCAQMD Rule 1403, which requires that a comprehensive asbestos survey be conducted prior to demolition, would ensure that potential ACMs and LBP would not expose workers or building occupants during construction and demolition activities.

As discussed in Response 4.9.2, impacts associated with the release of hazardous materials into the environment through reasonably foreseeable upset and accident conditions would be potentially significant, but would be reduced to less than significant with adherence to existing regulatory requirements, including the notification of OCHCA due to the proposed change in land use and SCAQMD Rule 1403, and implementation of **Mitigation Measure HAZ-1,** requiring implementation of the recommendations provided in the Phase I ESA. In addition, as the Buildout Area is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the proposed project would not create a significant hazard to the public or the environment. Impacts would be less than significant with mitigation incorporated.

Threshold 4.9.5: **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the Buildout Area?**

***Less Than Significant Impact*.** The Buildout Area is located approximately 0.3 mile north of JFTB Los Alamitos. The facilities at JFTB Los Alamitos include two runways and associated taxiways, ramp space, and hangars. According to the ALUC's 2017 AELUP for JFTB Los Alamitos, the Buildout Area is located in the FAA's Part 77 Notification Area (Exhibit D1) and the AELUP height restriction zone for JFTB Los Alamitos (Exhibit D2).[12] Height limitations are imposed on projects within a height restriction zone so that structures or trees (1) do not obstruct the airspace required for takeoff, flight, or landing of aircraft at an airport, or (2) are not otherwise hazardous to the landing or taking off of aircraft. On July 18, 2024, the ALUC found the Specific Plan consistent with the AELUP for JFTB Los Alamitos.

Implementation of the proposed project would not result in a safety hazard or excessive noise for people residing or working in the Buildout Area because any future development within the Buildout Area would be required to comply with all appropriate FAA standards and requirements, including **Regulatory Compliance Measure HAZ-1**, detailed below, which requires that the FAA be notified of any proposed structure(s) that would penetrate the 100 to 1 imaginary surface that surrounds the runway at JFTB Los Alamitos. The FAA would then be responsible for reviewing the height of the

[12] Orange County Airport Land Use Commission (ALUC). 2017. *Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos*. Amended August 17, 2017.

proposed structures and determining whether they pose a potential aviation hazard. With adherence to the regulatory standards provided in **Regulatory Compliance Measure HAZ-1**, the proposed project would result in less than significant impacts related to the Buildout Area's proximity to a public airport or public use airport, and no mitigation is required.

Threshold 4.9.6: Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. As shown in General Plan Safety Element Exhibit SAF-5,[13] evacuation routes within the City include Ball Road, a west-to-east arterial, and Valley View Street, a north-to-south arterial. Although the proposed project would include future development within the Buildout Area of up to 1,791 additional residential units and approximately 440,000 square feet of non-residential floor area, the Buildout Area is not located along either of the emergency evacuation routes identified above.

All emergency evacuation activities are coordinated by the City Police Chief. The Police Chief would issue evacuation orders based on information gathered from emergency experts. Evacuation operations would be conducted by law enforcement agencies, highway/road/street departments, and public and private transportation providers.[14] Future development projects within the Buildout Area would be required to conform with the adopted emergency response or evacuation plan established by the City. Therefore, the proposed project would not impair implementation of or physically interfere with the adopted emergency response plan or emergency evacuation plan. No impact would occur, and no mitigation is required.

Threshold 4.9.7: Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. According to the California Department of Forestry and Fire Protection's (CAL FIRE) Very High Fire Hazard Severity Zone Maps for the Orange County region, there are no portions of the City in a very high fire hazard severity zone (VHFHSZ).[15] As such, the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Future developments under the proposed project would be required to conform with applicable City standards and criteria, including consistency with the City's General Plan goals and policies as detailed in Section 4.9.4, Regulatory Setting, and the City's Building Code, including general fire safety provisions consistent with the California Fire Code;[16] automatic, on-site fire

---

13 City of Cypress. 2001. *Cypress General Plan Safety Element.* Emergency Evacuation Routes Map (Exhibit SAF-5). Website: https://www.cypressca.org/home/showpublisheddocument/11369/638061699910600000 (accessed August 2025).

14 City of Cypress. 2001. *Cypress General Plan Environmental Impact Report.* Geology and Seismic Hazards. Page 4.6-7.

15 California Department of Forestry and Fire Protection (CAL FIRE). 2011. Very High Fire Hazard Severity Zones in LRA. Website: https://osfm.fire.ca.gov/media/6739/fhszl_map30.pdf (accessed May 5, 2025).

16 City of Cypress. *Cypress Municipal Code.* Chapter 5. Website: https://ecode360.com/43161112 (accessed August 2025).

protection systems, such as sprinklers in multi-occupancy buildings; and maintenance of certain vegetation that poses a fire hazard risk.[17] Therefore, the proposed project would not result in impacts related to the exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, and no mitigation is required.

4.9.7 Level of Significance Prior to Mitigation

Impacts related to significant hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be significant prior to mitigation.

4.9.8 Regulatory Compliance Measures and Mitigation Measures

4.9.8.1 Regulatory Compliance Measures

The following regulatory compliance measure includes existing regulations that are applicable to the proposed project and are considered in the analysis of potential impacts related to hazards and hazardous materials. The City considers these requirements to be mandatory; therefore, they are not mitigation measures.

Regulatory Compliance Measure HAZ-1 **Federal Aviation Regulation Title 14 Part 77.** A future project applicant/developer shall notify the Federal Aviation Administration (FAA) of any proposed structure(s) that would penetrate the 100 to 1 imaginary surface that surrounds the runway at Joint Forces Training Base Los Alamitos at least 45 days prior to beginning construction.

4.9.8.2 Mitigation Measures

Future development facilitated under the proposed project would be required to implement the following mitigation measure.

Mitigation Measure HAZ-1 Prior to the issuance of a building permit, a future project applicant/developer shall demonstrate the recommendations provided in the Phase I Environmental Site Assessment (Phase I ESA) prepared for the Buildout Area have been, or will be, implemented. Recommendations provided in the Phase I ESA include the following:

- Preparation and implementation of an Operations and Maintenance (O&M) Program in order to safely manage the suspect asbestos-containing materials (ACMs) and/or lead-based paint (LBP) associated with the existing structures located within the Buildout Area; and

[17] City of Cypress. *Cypress Municipal Code.* Article 1 Building Code. Website: https://ecode360.com/43161122?highlight=wildfire&searchId=2727684112912523#43161122 (accessed May 6, 2025).

- Providing a copy of this Draft Environmental Impact Report (EIR) and the Notice of Completion (NOC) to the Orange County Health Care Agency (OCHCA) in order to notify them of the proposed change in land use facilitated under the proposed project.

4.9.9 Level of Significance after Mitigation

The proposed project would not result in significant impacts related to hazards and hazardous materials with implementation of **Mitigation Measure HAZ-1**.

4.9.10 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 hazards and hazardous materials. The cumulative impact area for hazards and hazardous materials is the City.

The purpose of this section is to evaluate the cumulative impact that the proposed project is likely to cause in combination with other projects recently approved or proposed in the City. The Buildout Area and surrounding vicinity are largely urbanized with residential, commercial, and industrial uses. As the area continues to develop, implementation of the proposed project in conjunction with the eight related projects identified in **Table 4.A: Summary of Related Projects**, in Chapter 4.0, Existing Setting, of this Draft EIR could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Some of the related projects identified in **Table 4.A** have undergone environmental review pursuant to CEQA, which included an analysis of potential impacts related to hazards and hazardous materials. According to the EIRs prepared for the Shea Properties Mixed Use Development Project (Related Project 1), Melia Homes -Citrus Square Project (Related Project 2), and the Los Alamitos Medical Center Project (Related Project 7), impacts relating to hazards and hazardous materials would either be less than significant or no impact would occur with implementation of the projects. Further, the EIRs determined that cumulative impacts related to hazards and hazardous materials would be less than significant. In addition, the Goodman Commerce Center Project (Related Project 3) was analyzed in an Initial Study/Mitigated Negative Declaration (IS/MND), which determined that all impacts relating to related to hazards and hazardous materials would either be less than significant, or no impact would occur. The Sycamore Creek Charter School Project (Related Project 6) and 4562 Katella Avenue Project (Related Project 8) were determined to be exempt from CEQA review under Section 15332 of the *State CEQA Guidelines* (for infill development) and Notices of Exemptions (NOEs) were prepared. In order for a project to be exempt under Section 15332 of the *State CEQA Guidelines*, the project cannot be located on a hazardous materials site. As such, development of the related projects in combination with the proposed project would not result in significant impacts related to hazards and hazardous materials. The LTP Modern Machine Project (Related Project 5) and 8561 Belmont Street Project (Related Project 4) would also be required to undergo environmental review pursuant to CEQA, which would include an analysis of potential impacts related to hazards and hazardous materials and the identification of any mitigation measures to reduce potential impacts, if necessary.

For the proposed project, impacts related to hazards and hazardous materials would be less than significant with mitigation incorporated. Each related project is required to address any issues related to hazardous materials or wastes. Federal, state, and local regulations require compliance to protect against contamination from hazardous materials. Therefore, the impacts from the proposed project related to hazards and hazardous materials are not considered to be cumulatively considerable.

4.10 HYDROLOGY AND WATER QUALITY

This section evaluates the potential impacts to hydrology and water quality conditions from construction and implementation of the Specific Plan 3.0 Buildout Project (proposed project). The analysis in this section is based on the *Master Plan of Drainage for Specific Plan 3.0 Buildout Project, 4961 Katella Avenue, Cypress, CA* (Drainage Report)[1] (**Appendix H-1**), the *Preliminary Water Quality Management Plan, Specific Plan 3.0 Buildout Project* (PWQMP)[2] (**Appendix H-2**), the *Water Supply Assessment, Specific Plan 2.0 Buildout Project* (WSA)[3] (**Appendix N**), and the *Environmental Impact Report Soils and Geology Issues, Proposed Mixed-Use Development, 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California* (Geotechnical Investigation)[4] (**Appendix F**) that were prepared for the proposed project.

4.10.1 Scoping Process

The City of Cypress (City) received six comment letters during the public review period of the Notice of Preparation (NOP). For copies of the NOP comment letters, refer to **Appendix A** of this Draft Environmental Impact Report (Draft EIR). No comment letters included comments related to hydrology and water quality.

4.10.2 Methodology

The evaluation of potential impacts to hydrology and water quality associated with implementation of the project is based on a review of existing site conditions, the local, regional, State, and federal standards and regulatory documents, available hydrological data, land uses and project design changes in pre- and post-project stormwater flows; and proposed Best Management Practices (BMPs) for control of surface runoff and reduction of pollutants in stormwater runoff. The evaluation also incorporated findings and recommendations from the Drainage Report and PWQMP.

4.10.3 Existing Environmental Setting

4.10.3.1 Watersheds

The Buildout Area is located within the Coyote Creek Subwatershed of the larger San Gabriel River Watershed. The San Gabriel River Watershed covers approximately 689 square miles, primarily in eastern Los Angeles County, with a smaller portion in northwestern Orange County. The Coyote Creek Subwatershed drains approximately 185 square miles to its confluence with the San Gabriel River, 85.5 square miles of which lie in north Orange County, with the remainder in Los Angeles County. The main tributary of the Coyote Creek Watershed is Coyote Creek, which flows from

1 TAIT & Associates, Inc. 2025a. *Master Plan of Drainage for Specific Plan 3.0 Buildout Project, 4961 Katella Avenue, Cypress, CA.* September 16. (**Appendix H-1**)
2 TAIT & Associates, Inc. 2025b. *Preliminary Water Quality Management Plan, Specific Plan 2.0 Buildout Project.* October 29. (**Appendix H-2**)
3 Stetson Engineers, Inc. 2025. *Water Supply Assessment, Specific Plan 2.0 Buildout Project.* March 17. (**Appendix N**)
4 Geotechnologies, Inc. 2024. *Environmental Impact Report Soils and Geology Issues, Proposed Mixed-Use Development, 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California.* May 2. (**Appendix F**)

Riverside County and empties into the San Gabriel River just above its tidal prism. The San Gabriel River flows into the Pacific Ocean west of Seal Beach.[5,6]

The Buildout Area is also located within the jurisdictional boundary of the Santa Ana Regional Water Quality Control Board (RWQCB). For planning purposes, the Santa Ana RWQCB uses a watershed classification system that divides surface waters into hydrologic units (HUs), hydrologic areas (HA), and hydrologic subareas (HSA). As designated by the Santa Ana RWQCB, the Buildout Area is located within the Los Angeles-San Gabriel River HU, the Anaheim HA Split, and the Anaheim HSA Split.[7]

4.10.3.2 Drainage

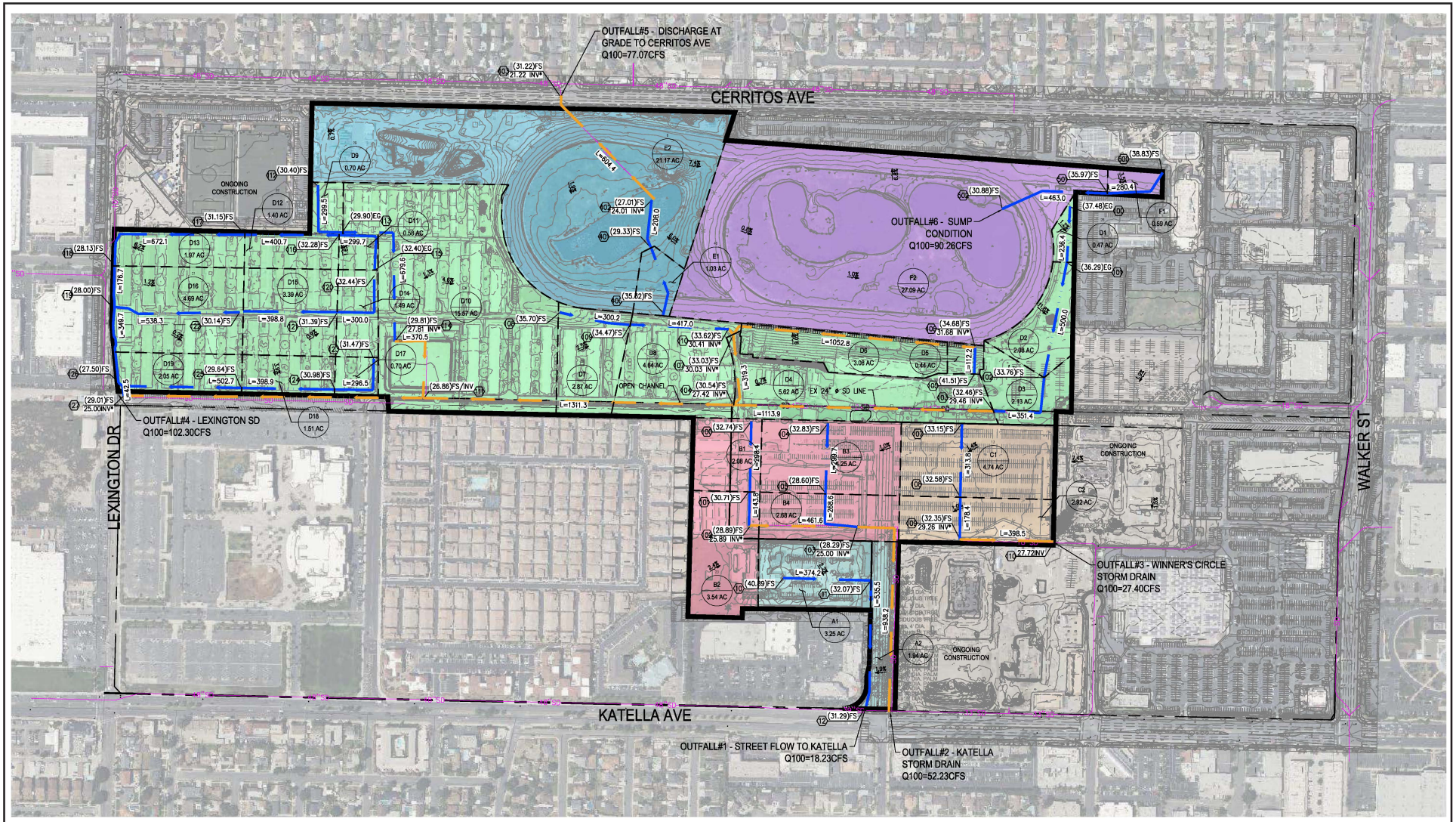
Under existing conditions, the southern portion of the Buildout Area generally drains south towards the Katella Avenue Storm Drain, the northwestern portion of the Buildout Area drains west towards the Lexington Drive Storm Drain, and a small portion of the Buildout Area in the north drains north towards the Cerritos Avenue Storm Drain. The Drainage Report identifies six existing Drainage Areas (A through F) in the Buildout Area, as described below and depicted in **Figure 4.10-1: Existing Condition Drainage Areas.**

- **Drainage Area A** is located at the southernmost end of the Buildout Area and includes approximately 5.19 acres of land. Drainage Area A is developed with the race course driveway entrance, surface asphalt parking, and an existing building. Stormwater within Drainage Area A generally drains south along the race course entry driveway towards Katella Avenue. At the intersection of Katella Avenue and Siboney Street, flows drain west via a curb and gutter towards a catch basin located approximately 1,400 feet west of the intersection. Stormwater runoff is conveyed via this catch basin into the Katella Avenue Storm Drain. The Katella Avenue Storm Drain begins as a 33-inch reinforced concrete pipe (RCP) at the intersection of Katella Avenue and Winner's Circle. From there, the storm drain line flows west and incrementally increases in diameter until eventually leaving the City boundary at the intersection of Katella Avenue and Lexington Drive as a 48-inch RCP.

5 Los Angeles Regional Water Quality Control Board (RWQCB). 2018. Water Quality and Watersheds: San Gabriel River Watershed. Website: https://www.waterboards.ca.gov/rwqcb4/water_issues/programs/regional_program/Water_Quality_and_Watersheds/san_gabriel_river_watershed/summary.shtml (accessed March 2026).

6 John L. Hunter and Associates, Inc. 2014. Lower San Gabriel River Watershed Management Program. Website: https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/watershed_management/san_gabriel/lower_sangabriel/LowerSGR_WMP1.pdf (accessed March 2026).

7 Santa Ana Regional Water Quality Control Board (RWQCB). 1995b. *Water Quality Control Plan (Basin Plan) for the Santa Ana River Basin, Chapter 1: Introduction, Figure 1-1: Santa Ana Region*. January 24. Updated June 2019 to include approved amendments.



LSA

LEGEND

- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
- SUB-AREA FLOW PATH
- STORM DRAIN FLOW PATH
- EXISTING STORM DRAIN LINE
- SUBAREA ID
- SUBAREA ACREAGE
- NODE ELEVATION
- ASSUMED INVERT ELEVATION

- OUTFALL #1 DRAINAGE AREA "A"
- OUTFALL #2 DRAINAGE AREA "B"
- OUTFALL #3 DRAINAGE AREA "C"
- OUTFALL #4 DRAINAGE AREA "D"
- OUTFALL #5 DRAINAGE AREA "E"
- OUTFALL #5 DRAINAGE AREA "F"

N

0 300 600
FEET

SOURCE: TAIT & Associates

I:\C\CCP2201.050\G\Existing_Draining_Areas.ai.ai (9/24/2024)

FIGURE 4.10-1

Specific Plan 3.0 Buildout Area Project

Existing Condition Drainage Areas

This page intentionally left blank

- **Drainage Area B** is located at the southern end of the Buildout Area, northwest of Drainage Area A, and includes approximately 12.55 acres of land. Drainage Area B is developed primarily with surface asphalt parking with a small portion consisting of landscaping and temporary horse stables. Stormwater within Drainage Area B generally drains south towards a series of catch basins located at the southern end of the parking area. A portion of the surface parking is depressed and acts as a detention basin. Flows enter the catch basins where stormwater is conveyed east and then south through an existing storm drain. This storm drain line then connects to an existing 39-inch public storm drain main located in Katella Avenue.

- **Drainage Area C** is located in the southeastern portion of the Buildout Area, east of Drainage Area B, and includes approximately 7.66 acres of land. Drainage Area C is developed with surface asphalt parking. Stormwater within Drainage Area C generally flows south towards a series of catch basins located at the southern end of the parking area. Runoff collected from these inlets is conveyed through the private 18-inch storm drain constructed as part of the commercial development located just east of the race course entry driveway and connects to the 18-inch storm drain within Winner's Circle. This storm drain line then connects to an existing 33-inch public storm drain main located in Katella Avenue.

- **Drainage Area D** is located in the center of the Buildout Area, spanning from the western Buildout Area boundary to the eastern Buildout Area boundary, and includes approximately 59.44 acres of land. Drainage Area D is developed with surface asphalt parking, the race course grandstand, and horse barn facilities. Stormwater within Drainage Area D generally flows west towards the Lexington Drive storm drain line. A trench drain collects runoff from north of the grandstand and conveys it south before it confluences with an existing 24-inch storm drain line in Lexington Drive which picks up runoff from south of the grandstand. Stormwater then discharges to an open channel that conveys flows west. The open channel receives additional overland flow from the horse stables and discharges to another existing 48-inch storm drain line within Lexington Drive. The storm drain line within Lexington Drive ultimately discharges to the Katella Avenue Storm Drain.

- **Drainage Area E** is located in the northwestern portion of the Buildout Area, north of Drainage Area D, and includes approximately 22.20 acres of land. Drainage Area E was part of the former Cypress Golf Club, which included two man-made ponds. The golf course area has since been redeveloped, and one of the ponds has been filled in for use as a temporary horse barn area and the other as a water feature in the infield of the expanded race course. The previous golf course ponds had an underdrain system with a pump that discharged flows to the Cerritos Avenue Storm Drain. This pump is currently not in use. Stormwater within Drainage Area E generally flows north to the pond located in the center of Drainage Area E, where it enters a storm drain line. The storm drain line then discharges into the Cerritos Avenue Storm Drain located north of the Buildout Area. The Cerritos Avenue Storm Drain begins as a 48-inch RCP at Longden Street, and slopes west along Cerritos Avenue until it leaves the City boundary as a 60-inch RCP.

- **Drainage Area F** is located in the northeastern portion of the Buildout Area, north of Drainage Area D and east of Drainage Area E and includes approximately 35.09 acres of land. Drainage Area F consists of the dirt race course and landscaped infield, including two man-made ponds in

the center of Drainage Area F. Stormwater within Drainage Area F generally sheet flows towards the center of the Drainage Area F where the ponds are located. These ponds act as a natural detention system with no existing connection to the public storm drain system.

Ultimately, all existing stormwater from the Buildout Area discharges to the Los Alamitos Channel. The Los Alamitos Channel is an engineered channel that flows through the County-operated Rossmoor Detention Basin and discharges to the San Gabriel River, which ultimately flows into the Pacific Ocean near Seal Beach.

4.10.3.3 Surface Water Quality

According to the PWQMP (**Appendix H-2**), receiving waters for the Buildout Area include the Cerritos Avenue Storm Channel, the Katella Avenue Storm Channel, the Walker Street Storm Channel, the Los Alamitos Channel, Coyote Creek, the San Gabriel River (Reach 1), the San Gabriel River Estuary, San Pedro Bay (near/off-shore zones), and Alamitos Bay.

According to the most recent United States Environmental Protection Agency (USEPA) approved 303(d) list (2024), the San Gabriel River (Reach 1) is impaired for pH, oil and grease, and indicator bacteria; the San Gabriel River Estuary is listed as impaired for metals (nickel and copper), dissolved oxygen, indicator bacteria, chlordane, chlorine, and dioxin; San Pedro Bay (near/off-shore zones) is listed as impaired for pesticides (chlordane, Dichlorodiphenyltrichloroethane [DDT], and total DDT), Polychlorinated biphenyls (PCBs), toxicity, copper, and Dichlorodiphenyldichloroethylene (DDE); and Alamitos Bay is impaired for dissolved oxygen, indicator bacteria, copper, pesticides (Dichlorodiphenyldichloroethane [DDD] and DDT), and PCBs. The most recent USEPA approved 303(d) list (2024) does not list any impairments for the Cerritos Avenue Storm Channel, the Katella Avenue Storm Channel, the Walker Street Storm Channel, the Los Alamitos Channel, or Coyote Creek.[8]

Although the Buildout Area is within the jurisdiction of the Santa Ana RWQCB, the receiving waters with listed impairments discussed above fall under the jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB has adopted Total Maximum Daily Loads (TMDLs) that would be applicable to the proposed project for pH and indicator bacteria for the San Gabriel River (Reach 1); nickel, copper, indicator bacteria, and dioxin for the San Gabriel River Estuary; all listed impairments for San Pedro Bay (near/off-shore zones); and indicator bacteria, copper, pesticides (DDD and DDT), and PCBs for Alamitos Bay. Additionally, TMDLs for oil and grease for the San Gabriel River (Reach 1); chlordane and chlorine for the San Gabriel River Estuary; and dissolved oxygen for Alamitos Bay are anticipated in 2037 and TMDLs for dissolved oxygen for the San Gabriel River Estuary is anticipated in 2031.[9]

[8] State Water Resources Control Board (SWRCB). 2024. *2024 California Integrated Report.* Website: https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2024-integrated-report.html (accessed April 2025).

[9] Ibid.

4.10.3.4 Groundwater

According to the California Department of Water Resources (DWR), the Buildout Area overlies the Coastal Plain of the Orange County Groundwater Basin,[10] which underlies a coastal alluvial plain in the northwestern portion of Orange County. The basin is bound on the northwest and the north by the Los Angeles-Orange County line, on the northeast by the Whittier Fault Zone and consolidated rocks of the Puente Hills and Chino Hills, on the east by consolidated rocks of the Santa Ana Mountains, on the south by consolidated rocks of the Laguna Hills and San Joaquin Hills, and on the southwest by the Pacific Ocean. Groundwater recharge to the basin is derived from percolation of Santa Ana River flow, infiltration of precipitation, and injection into wells.[11] The Coastal Plain of the Orange County Groundwater Basin has a surface area of 350 square miles, a storage capacity of 38,000,000 acre-feet.[12]

For management purposes, groundwater basins are designated in the Santa Ana RWQCB's Water Quality Control Plan (Basin Plan) as Groundwater Management Zones. The Buildout Area is within the Orange County Groundwater Management Zone in the Lower Santa Ana River Basin. The Orange County Groundwater Management Zone is bounded to the north by the Chino Hills and Santa Ana Mountains, to the east by State Route 55 (SR-55) and the Irvine Groundwater Management Zone, to the south by the Pacific Ocean, and to the west by a low topographic divide approximated by the Orange County/Los Angeles County line.[13]

According to the Geotechnical Investigation, groundwater within the Buildout Area has a historic groundwater depth of less than 10 feet below ground surface. Exploratory borings conducted as part of the field investigation indicated that groundwater currently ranges from approximately 5 to 12.5 feet below ground surface.

4.10.3.5 Groundwater Quality

Groundwater in the Coastal Plain of the Orange County Groundwater Basin is primarily sodium-calcium bicarbonate based. In general, groundwater total dissolved solids (TDS) concentrations range from 232 to 661 milligrams per liter (mg/L), with an average of 475 mg/L. Groundwater impairments include salinity (from seawater intrusion), colored water (from natural organic materials), high nitrates, and methyl tertiary butyl ether (MTBE).[14]

---

10 California Department of Water Resources (DWR). n.d.-a. *Basin Boundaries Data Viewer.* Website: https://www.arcgis.com/home/webmap/viewer.html?url=https://gis.water.ca.gov/arcgis/rest/services/Geoscientific/i08_B118_CA_GroundwaterBasins/FeatureServer (accessed March 2026).

11 California Department of Water Resources (DWR). 2004. *California's Groundwater Bulletin 118. Coastal Plains of Orange County Groundwater Basin.* February 27.

12 Ibid.

13 Santa Ana Regional Water Quality Control Board (RWQCB). 1995a. *Water Quality Control Plan (Basin Plan) for the Santa Ana River Basin*. January 24. Updated June 2019 to include approved amendments.

14 California Department of Water Resources (DWR). 2004. *California's Groundwater Bulletin 118. Coastal Plains of Orange County Groundwater Basin*. February 27.

4.10.3.6 Flooding

According to the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Map (FIRM) No. 06059C0116J (December 3, 2009), the Buildout Area is located within Zone X, which corresponds to areas with a 0.2 percent annual chance flooding (500-year flood). This designation indicates a very low likelihood of flooding within the Buildout Area.

The Buildout Area is downstream of several dams, including Prado Dam, located approximately 23 miles northwest of Cypress in Riverside County, and Carbon Canyon Dam, located approximately 14 miles away in the northeastern portion of the City of Brea. According to the City of Anaheim's Local Hazard Mitigation Plan,[15] which included a modeled dam-failure inundation map for these dams, the Buildout Area is within the Prado Dam inundation zone, but not the Carbon Canyon Dam inundation zone.[16] Prado Dam is an earth-filled dam built in 1941 by the U.S. Army Corps of Engineers (USACE) on the Santa Ana River near the City of Corona in Riverside County. It is the primary flood control facility of the Santa Ana River watershed and its reservoir and related recreation areas include an area of more than 11,500 acres.[17]

There are no large open bodies of water in the vicinity and the proposed project is therefore not at risk of seiche inundation. The Buildout Area is approximately 5.7 miles northeast of the Pacific Ocean and is outside the tsunami inundation zone. Although the levee inundation zone of Coyote Creek/Carbon Creek is located west of the Buildout Area, the Buildout Area itself is not within this inundation area.[18]

4.10.3.7 Soil and Erosion Potential

According to the Natural Resources Conservation Service online soil survey, the soils mapped within the Buildout Area include urban land-Metz-Pico complex, Bolsa silt loam, San Emigdio fine sandy loam, and water. The Buildout Area is generally underlain by artificial fill, alluvial deposits, and disturbed soils associated with existing development. Soils in the Buildout Area are typically well-drained and moderately susceptible to erosion under existing conditions. Slopes within the site are generally mild, and no steep or highly erodible areas are present. Due to the urbanized nature of the site and the presence of impervious surfaces, existing soil erosion potential is low.

4.10.4 Regulatory Setting

The following section describes the federal, state, regional, and local regulatory framework applicable to analyzing potential impacts related to hydrology and water quality from development of the proposed project.

---

15 City of Anaheim. 2022. *Local Hazard Mitigation Pla*n. May 18.

16 City of Anaheim. 2022. Be Ready Anaheim – Know the Hazards. May 18. Website: https://gis.anaheim.net/portal/apps/experiencebuilder/experience/?id=18a98741d67f49ccb4021813182688be&page=Be-Ready-Anaheim&views=Dam-Inundation (accessed March 2026).

17 City of Anaheim. 2022. *Local Hazard Mitigation Plan.* May 18.

18 California Department of Water Resources (DWR). n.d.-b. *Flood Risk Map Web Viewer.* Website: https://gis.lfpz.water.ca.gov/lfpz/ (accessed March 2026).

4.10.4.1 Federal Regulations

Clean Water Act. In 1972, the Federal Water Pollution Control Act (now referred to as the Clean Water Act [CWA]) was amended to require that the discharge of pollutants into waters of the United States from any point source be effectively prohibited unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. In 1987, the CWA was again amended to require that the USEPA establish regulations for the permitting of stormwater discharges (as a point source) by municipal and industrial facilities and construction activities under the NPDES permit program. The regulations require that Municipal Separate Storm Sewer System (MS4) discharges to surface waters be regulated by an NPDES permit.

The CWA requires states to adopt water quality standards for water bodies and have those standards approved by the USEPA. Water quality standards consist of designated beneficial uses for a particular water body (e.g., wildlife habitat, agricultural supply, fishing), along with water quality criteria necessary to support those uses. Water quality criteria are set concentrations or levels of constituents (e.g., lead, suspended sediment, and fecal coliform bacteria) or narrative statements that represent the quality of water that support a particular use. Because California had not established a complete list of acceptable water quality criteria for toxic pollutants, the USEPA Region 9 (Pacific Southwest) established numeric water quality criteria for toxic constituents in the form of the California Toxics Rule (CTR).

When designated beneficial uses of a particular water body are being compromised by water quality, Section 303(d) of the CWA requires identifying and listing that water body as impaired. Once a water body has been deemed impaired, a Total Maximum Daily Load (TMDL) must be developed for each impairing water quality constituent. A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards (often with a "factor of safety" included, which limits the total load of pollutants to a level well below that which could cause the standard to be exceeded). Once established, the TMDL is allocated among current and future dischargers into the water body.

Direct discharges of pollutants into waters of the United States are not allowed except in accordance with the NPDES program established in Section 402 of the CWA.

Clean Water Act, Section 303, List of Impaired Water Bodies. The State Water Resources Control Board (SWRCB), in compliance with Section 303(d) of the CWA, prepares a list of impaired and threatened waters (e.g., stream/river segments, lakes). States are required to submit their list for USEPA approval every two years. For each water body on the list, the SWRCB identifies the pollutant causing the impairment, when known. In addition, the SWRCB assigns a priority for development of TMDLs based on the severity of the pollution and the sensitivity of the uses for which the waters are being used, among other factors.

In general, once a water body has been added to a state's list of impaired waters, it remains on the list until the state develops a TMDL and the USEPA approves it. USEPA reporting guidance provides guidelines to keep track of a state's water bodies, from listing as impaired to meeting water quality standards. This tracking system contains a running account of all of the state's water bodies and categorizes each based on the attainment status, which was published as the 2024 California

Integrated Report. The 2024 California Integrated Report was partially approved and partially disapproved by the USEPA on December 13, 2024. The USEPA approved the majority of the 303(d) list but identified 53 water body-pollutant combinations it is considering adding to the 303(d) list. The 2024 California Integrated Report is the current integrated report except for the 53 water body-pollutant combinations in review by the USEPA.[19]

Clean Water Act, Section 402, National Pollutant Discharge Elimination System Permit Program. Under Section 402 of the Clean Water Act, the discharge of pollutants through a point source into waters of the United States is prohibited unless the discharge is in compliance with an NPDES permit. The NPDES program regulates the discharge of pollutants from municipal and industrial wastewater treatment plants and sewer collection systems, as well as stormwater discharges from industrial facilities, municipalities, and construction sites. In California, implementation and enforcement of the NPDES program is conducted through the SWRCB and the nine regional water quality control boards. The regional water boards set standard conditions for each permittee in their region, which includes effluent limitations and monitoring programs.

National Flood Insurance Act. Congress acted to reduce the costs of disaster relief by passing the National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973. The intent of these acts was to reduce the need for large, publicly funded flood control structures and disaster relief efforts by restricting development in floodplains. FEMA administers the National Flood Insurance Program (NFIP) to provide subsidized flood insurance to communities that comply with FEMA regulations limiting development in a floodplain. FEMA issues FIRMs of communities participating in the NFIP. These maps delineate flood hazard zones in the community. The City of Cypress manages local stormdrain facilities, and the Orange County Flood Control District (OCFCD) is responsible for regional flood control planning within Orange County.

4.10.4.2 State Regulations

Porter-Cologne Water Quality Control Act of 1970. The federal CWA places the primary responsibility for the control of water pollution and planning the development and use of water resources with the states, although it does establish certain guidelines for the states to follow in developing their programs.

California's primary statute governing water quality and water pollution is the Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act). The Porter-Cologne Act grants the SWRCB and the nine RWQCBs broad powers to protect water quality and is the primary vehicle for the implementation of California's responsibility under the federal CWA. The Porter-Cologne Act grants the SWRCB and RWQCBs the authority and responsibility to adopt plans and policies, to regulate discharges to surface water and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, oil, or petroleum product.

[19] State Water Resources Control Board (SWRCB). 2024. *2024 California Integrated Report.* Website: https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2024-integrated-report.html (accessed April 2025).

Each RWQCB must formulate and adopt a water quality plan for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its State water policy. The Porter-Cologne Act also provides that an RWQCB may include in its region a regional plan with water discharge prohibitions applicable to particular conditions, areas, or types of waste. The City, including the Buildout Area, is within the jurisdictional boundaries of the Santa Ana RWQCB (Region 8).

California Toxics Rule. As stated previously, because California had not established a complete list of acceptable water quality criteria for toxic pollutants, USEPA Region 9 established numeric water quality criteria for toxic constituents in the form of the CTR. The CTR provides water quality criteria for certain potentially toxic compounds for inland surface waters, enclosed bays, estuaries, and waters designated for human health or aquatic life uses. The CTR is often used by the RWQCBs when establishing water quality objectives and TMDLs. Although the CTR criteria do not apply directly to discharges of stormwater runoff, they are utilized as benchmarks for toxics in urban runoff. The CTR is used as a benchmark to evaluate the potential ecological impacts of stormwater runoff to receiving waters. The CTR establishes acute and chronic surface water quality standards for certain water bodies. Acute criteria provide benchmarks for the highest permissible concentration below which aquatic life can be exposed for short periods of time without deleterious effects. Chronic criteria provide benchmarks for an extended period of time (i.e., 4 days or more) without deleterious effects. The acute CTR criteria have a shorter relevant averaging period (less than 4 days) and provide a more appropriate benchmark for comparison of stormwater flows.

CTR criteria apply to the receiving water body and are calculated based on the probable hardness values of the receiving waters. At higher hardness values for receiving waters, certain constituents (including copper, lead, and zinc) are more likely to be complexed (bound with) components in the water column. This in turn reduces the bioavailability and resulting in potential toxicity of these metals.

General Construction Activity Storm Water Permit. The National Pollutant Discharge Elimination System (NPDES) *General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities,* Order WQ 2022-0057-DWQ, NPDES No. CAS000002 (Construction General Permit),[20] adopted by the SWRCB, regulates construction activity that includes clearing, grading, and excavation resulting in soil disturbance of at least 1 acre of total land area.

To obtain coverage under the Construction General Permit, a future project applicant must electronically file all permit registration documents with the SWRCB prior to the start of construction. Permit registration documents must include a:

- Notice of Intent (NOI),
- Risk Assessment,
- Site map,
- SWPPP,

[20] State Water Resources Control Board (SWRCB). 2022. *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (General Permit), Order WQ 2022-0057-DWQ, NPDES No. CAS000002*. Adopted September 8.

- Annual fee, and
- Signed certification statement.

Activities subject to the Construction General Permit include clearing, grading, and disturbances to the ground, such as grubbing or excavation. The permit also covers linear underground and overhead projects, such as pipeline installations. Construction General Permit activities are regulated at a local level by the RWQCB.

The Construction General Permit uses a risk-based permitting approach and mandates certain requirements based on the project risk level (i.e., Level 1, Level 2, or Level 3). The project risk level is based on the risk of sediment discharge and the receiving water risk. The sediment discharge risk depends on the project location and timing (i.e., wet season versus dry season activities). The receiving water risk depends on whether the project would discharge to a sediment-sensitive receiving water. The determination of the project risk level would be made by the project Applicant when the Notice of Intent is filed (and more details of the timing of the construction activity are known).

The performance standard in the Construction General Permit is that dischargers shall minimize or prevent pollutants in stormwater discharges and authorized non-stormwater discharges through the use of controls, structures, and best management practices (BMPs) that achieve Best Available Technology for treatment of toxic and non-conventional pollutants and Best Conventional Technology for treatment of conventional pollutants. A SWPPP must be prepared by a Qualified SWPPP Developer that meets the certification requirements in the Construction General Permit. The purpose of the SWPPP is to (1) identify the sources of sediment and other pollutants that could affect the quality of stormwater discharges and (2) describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater as well as non-stormwater discharges resulting from construction activity. Operation of BMPs must be overseen by a Qualified SWPPP Practitioner who meets the requirements outlined in the Construction General Permit.

The SWPPP must also include a construction site monitoring program. Depending on the project risk level, the monitoring program may include visual observations of Buildout Area discharges, water quality monitoring of Buildout Area discharges (pH, turbidity, and non-visible pollutants, if applicable), and receiving water monitoring (pH, turbidity, suspended sediment concentration, and bioassessment).

The Construction General Permit allows non-stormwater discharge of groundwater dewatering effluent if the water is properly filtered and treated to remove sediment and pollutants using appropriate technologies (e.g., filtration, settling, coagulant application with no residual coagulant discharge, minor odor or color removal with activated carbon, small-scale peroxide addition, or other minor treatment). Testing of receiving waters would also be required prior to and during the discharge. The discharge of dewatering effluent is authorized under the Construction General Permit if the following conditions are met:

- The discharge does not cause or contribute to a violation of any water quality standard.

- The discharge does not violate any other provision of the Construction General Permit.
- The discharge is not prohibited by the applicable Basin Plan.
- The discharger has included and implemented specific BMPs required by the Construction General Permit to prevent or reduce the contact of the non-stormwater discharge with construction materials or equipment.
- The discharge does not contain toxic constituents in toxic amounts or (other) significant quantities of pollutants.
- The discharge is monitored and meets the applicable numeric action levels.
- The discharger reports the sampling information in the annual report.

If any of the above conditions are not satisfied, the discharge of dewatering effluent is not authorized by the Construction General Permit. If the dewatering activity is determined by the RWQCB not to be covered by the Construction General Permit or other NPDES permit, and discharge of groundwater to the storm drain system is planned, then the discharger would be required to prepare a Report of Waste Discharge, and if approved the RWQCB would issue project site-specific Waste Discharge Requirements (WDRs) under NPDES regulations.

Sustainable Groundwater Management Act. The Sustainable Groundwater Management Act (SGMA) of 2014 is a comprehensive three-bill package that Governor Jerry Brown signed into California state law in September 2014. The SGMA provides a framework for sustainable management of groundwater supplies by local authorities, with a limited role for State intervention if necessary to protect the resource. The plan is intended to ensure a reliable groundwater supply for California for years to come.

The SGMA requires governments and water agencies of high- and medium-priority basins to halt overdrafts of groundwater basins. The SGMA provides authority for agencies to develop and implement Groundwater Sustainability Plans (GSP) or alternative plans that demonstrate the basin is being managed sustainably. As previously discussed, the Buildout Area is located within the Coastal Plain of Orange County Groundwater Basin, which is managed by the Orange County Water District (OCWD) and designated as a Medium Priority basin pursuant to the SGMA.[21] On January 1, 2017, the OCWD, City of La Habra, and Irvine Ranch Water District submitted the Basin 8-1 Alternative to the California DWR. Elements to be included in GSPs as described in the California Water Code have been incorporated into the Alternative. Prior to the Alternative, OCWD provided five groundwater management plans. The first was published in 1989 and its last was published in 2015. Like its predecessors, the Basin 8-1 Alternative will be updated every five years per SGMA requirements.

[21] California Department of Water Resources (DWR). n.d.-c. *SGMA Basin Prioritization Dashboard.* Website: https://gis.water.ca.gov/app/bp-dashboard/final/ (accessed March 2026).

4.10.4.3 Regional Regulations

Water Quality Control Plans (Basin Plans). The Santa Ana RWQCB has adopted a Basin Plan for their region of responsibility that delineates water resource area boundaries based on hydrological features. For the purposes of achieving and maintaining water quality protection, specific beneficial uses have been identified for each of the surface waters and groundwater management zones described in the Basin Plan. Once beneficial uses are designated, appropriate water quality objectives can be established, and programs that maintain or enhance water quality can be implemented to ensure the protection of beneficial uses. There are no beneficial uses listed in the Basin Plan for the downstream surface receiving waters for the Buildout Area. Beneficial uses of the Orange Groundwater Management Zone include municipal and domestic supply (MUN), agricultural supply (AGR), industrial service supply (IND), and industrial process supply (PROC).[22]

Basin Plans also establish implementation programs to achieve water quality objectives to protect beneficial uses and require monitoring to evaluate the effectiveness of the programs. These objectives must comply with the State antidegradation policy (State Board Resolution No. 68-16), which is designed to maintain high-quality waters while allowing some flexibility if beneficial uses are not unreasonably affected.

Basin Plans have established narrative and numeric water quality objectives for inland surface streams, enclosed bays, estuaries and groundwater. If water quality objectives are exceeded, the RWQCBs can use their regulatory authority to require municipalities to reduce pollutant loads to the affected receiving waters. Relevant surface water quality objectives for all inland surface waters, enclosed bays and estuaries, and groundwater under the jurisdiction of the Santa Ana RWQCB that are applicable to the receiving waters for the Buildout Area are shown in **Tables 4.10.A: Surface Water Quality Objectives for Inland Surface Waters, 4.10.B: Water Quality Objectives for Enclosed Bays and Estuaries**, and **4.10.C: Groundwater Quality Objectives for Groundwater Basins**, respectively.[23]

In addition, the site-specific water quality objectives for the Orange Groundwater Management Zone are:

- Total Dissolved Solids: 580 mg/L
- Nitrate as Nitrogen: 3.4 mg/L

There are no site-specific water quality objectives listed in the Basin Plan for the surface receiving waters for the Buildout Area.

---

22 Santa Ana Regional Water Quality Control Board (RWQCB). 1995c. *Water Quality Control Plan (Basin Plan) for the Santa Ana River Basin, Chapter 3: Beneficial Uses*. January 24. Updated June 2019 to include approved amendments.

23 Santa Ana Regional Water Quality Control Board (RWQCB). 1995d. *Water Quality Control Plan (Basin Plan) for the Santa Ana River Basin, Chapter 4: Water Quality Objectives*. January 24. Updated June 2019 to include approved amendments.

Table 4.10.A: Surface Water Quality Objectives for Inland Surface Waters

Constituent	Concentration
Algae	Waste discharges shall not contribute to excessive algal growth in inland surface receiving waters.
Boron	Shall not exceed 0.75 mg/L in inland surface waters of the region as a result of controllable water quality factors.
Chlorine (residual)	Chlorine residual in wastewater discharged to inland surface waters shall not exceed 0.1 mg/L.
Color	Waste discharges shall not result in coloration of the receiving waters that causes a nuisance or adversely affects beneficial uses. The natural color of fish, shellfish, or other surface water resources used for human consumption shall not be impaired.
Floatables	Waste discharges shall not contain floating materials, including solids, liquids, foam, or scum, that cause a nuisance or adversely affect beneficial uses.
Metals	Varies based on hardness.
Oil and Grease	Waste discharges shall not result in deposition of oil, grease, wax, or other materials in concentrations that result in a visible film or in coating objects in the water or which cause a nuisance or adversely affect beneficial uses.
Oxygen (dissolved)	Waste discharges shall not cause the median dissolved oxygen concentration to fall below 85% of saturation or the 95th percentile concentration or fall below 75% of saturation within a 30-day period.
pH	Shall not be raised above 8.5 or depressed below 6.5 as a result of controllable water quality factors.
Solids (suspended and settleable)	Shall not cause nuisance or adversely affect beneficial uses as a result of water quality factors.
Sulfides	Shall not increase as a result of controllable water quality factors.
Surfactants	Waste discharges shall not contain concentrations of surfactants that result in foam in the course of flow or use of the receiving water or that adversely affect aquatic life.
Taste and Odor	Shall not contain taste- or odor-producing substances at concentrations that cause a nuisance or adversely affect beneficial uses. The natural taste and odor of fish, shellfish, or other regional inland surface water resources used for human consumption shall not be impaired.
Toxic Substances	Shall not be discharged at levels that will bioaccumulate in aquatic resources to levels that are harmful to human health. Concentrations of toxic pollutants in the water column, sediments, or biota shall not adversely affect beneficial uses.
Turbidity	Where natural turbidity is between 0 and 50 NTU, increases shall not exceed 20%. Where natural turbidity is between 50 NTU and 100 NTU, increases shall not exceed 10 NTU. Where natural turbidity is greater than 100 NTU, increases shall not exceed 10%.

Source: *Water Quality Control Plan, Santa Ana River Basin* (Santa Ana RWQCB 1995, updated June 2019).
mg/L = milligrams per liter
NTU = nephelometric turbidity units
RWQCB = Regional Water Quality Control Board

Table 4.10.B: Water Quality Objectives for Enclosed Bays and Estuaries

Constituent	Concentration
Algae	Waste discharges shall not contribute to excessive algal growth in receiving waters.
Chlorine, Residual	To protect aquatic life, the chlorine residual in wastewater discharged to enclosed bays and estuaries shall not exceed 0.1 mg/L.
Color	Waste discharges shall not result in coloration of the receiving waters which causes a nuisance or adversely affects beneficial uses. The natural color of fish, shellfish or other bay and estuarine water resources used for human consumption shall not be impaired.
Floatables	Waste discharges shall not contain floating materials, including solids, liquids, foam or scum, which cause a nuisance or adversely affect beneficial uses.
Oil and Grease	Waste discharges shall not result in deposition of oil, grease, wax or other materials in concentrations which result in a visible film or in coating objects in the water, or which cause a nuisance or adversely affect beneficial uses.
Oxygen, Dissolved	The dissolved oxygen content of enclosed bays and estuaries shall not be depressed to levels that adversely affect beneficial uses as a result of controllable water quality factors.
pH	The pH of bay or estuary waters shall not be raised above 8.6 or depressed below 7.0 as a result of controllable water quality factors; ambient pH levels shall not be changed more than 0.2 units.
Radioactivity	Radioactive materials shall not be present in the bay or estuarine waters of the region in concentrations which are deleterious to human, plant or animal life.
Solids, Suspended and Settleable	Enclosed bays and estuaries shall not contain suspended or settleable solids in amounts which cause a nuisance or adversely affect beneficial uses as a result of controllable water quality factors.
Sulfides	The dissolved sulfide content of enclosed bays and estuaries shall not be increased as a result of controllable water quality factors.
Surfactants	Waste discharges shall not contain concentrations of surfactants which result in foam in the course of flow or the use of the receiving water, or which adversely affect aquatic life.
Taste and Odor	The enclosed bays and estuaries of the region shall not contain, as a result of controllable water quality factors, taste- or odor-producing substances at concentrations which cause a nuisance or adversely affect beneficial uses. The natural taste and odor of fish, shellfish or other enclosed bay and estuarine water resources used for human consumption shall not be impaired.
Temperature	All bay and estuary waters shall meet the objective specified in the Thermal Plan.
Toxic Substances	The concentrations of toxic substances in the water column, sediments or biota shall not adversely affect beneficial uses.
Turbidity	All enclosed bay and estuaries of the region shall be free of changes in turbidity which adversely affect beneficial uses.

Source: *Water Quality Control Plan, Santa Ana River Basin* (Santa Ana RWQCB 1995, updated June 2019).
AGR = agricultural supply
mg/L = milligrams per liter
mL = milliliter
MUN = municipal supply
pCi/L = picocuries per liter
pH = percentage of hydrogen

Table 4.10.C: Groundwater Quality Objectives for Groundwater Basins

Constituent	Concentration
Arsenic	Waters with MUN Beneficial Use Designation: Shall not exceed 0.05 mg/L as a result of controllable water quality factors.
Bacteria, Coliform	Waters with MUN Beneficial Use Designation: Total coliform numbers shall not exceed 2.2 organisms/100 mL median over any 7-day period as a result of controllable water quality factors.
Barium	Waters with MUN Beneficial Use Designation: Shall not exceed 1.0 mg/L as a result of controllable water quality factors.
Boron	Shall not exceed 0.75 mg/L as a result of controllable water quality factors.
Chloride	Waters with MUN Beneficial Use Designation: Shall not exceed 500 mg/L as a result of controllable factors.
Color	Waste discharges shall not result in coloration of the receiving waters that causes a nuisance or adversely affects beneficial uses.
Cyanide	Waters with MUN Beneficial Use Designation: Shall not exceed 0.2 mg/L as a result of controllable water quality factors.
Fluoride	Waters with MUN Beneficial Use Designation: Shall not exceed 1.0 mg/L as a result of controllable water quality factors.
Hardness	Waters with MUN Beneficial Use Designation: Shall not be increased as a result of waste discharges to levels that adversely affect beneficial uses.
Metals	Waters with MUN Beneficial Use Designation: Shall not exceed the following: Cadmium 0.01 mg/L; Chromium 0.05 mg/L; Cobalt 0.2 mg/L; Copper 1.0 mg/L; Iron 0.3 mg/L; Lead 0.05 mg/L; Manganese 0.05 mg/L; Mercury 0.002 mg/L; Selenium 0.01 mg/L; and Silver 0.05 mg/L, as a result of controllable water quality factors.
Methylene Blue-Activated Substances	Waters with MUN Beneficial Use Designation: Shall not exceed 0.05 mg/L as a result of controllable water quality factors.
Oil and Grease	Waste discharges shall not result in deposition of oil, grease, wax, or other materials in concentrations that cause a nuisance or adversely affect beneficial uses.
pH	Shall not be raised above 9 or depressed below 6 as a result of controllable water quality factors.
Radioactivity	Waters with MUN Beneficial Use Designation: Shall not exceed the California Code of Regulations, Title 22, standards of 5 pCi/L for combined radium-226 and radium-228, 15 pCi/L for gross alpha particle activity, 20,000 pCi/L for tritium, 8 pCi/L for strontium-90, 50 pCi/L for gross beta particle activity, and 20 pCi/L for uranium.
Sodium	Waters with AGR Beneficial Use Designation: Shall not exceed a sodium absorption rate of 9.
	Waters with MUN Beneficial Use Designation: Shall not exceed 180 mg/L as a result of controllable water quality factors.
Sulfate	Waters with MUN Beneficial Use Designation: Shall not exceed 500 mg/L as a result of controllable water quality factors.
Taste and Odor	Shall not contain taste- or odor-producing substances in concentrations that adversely affect beneficial uses.
Toxic Substances	All waters shall be maintained free of substances in concentrations that are toxic or that produce detrimental physiological responses in human, plant, animal, or aquatic life.

Source: *Water Quality Control Plan, Santa Ana River Basin* (Santa Ana RWQCB 1995, updated June 2019).
AGR = agricultural supply
mg/L = milligrams per liter
mL = milliliter
MUN = municipal supply
pCi/L = picocuries per liter
pH = percentage of hydrogen

Orange County National Pollutant Discharge Elimination System Permit. The City is a Permittee of the *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County*, Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062 (Orange County MS4 Permit).[24] The Orange County MS4 Permit regulates discharges into the MS4 system in the cities and county areas within Orange County that are in the Santa Ana Region. As discussed further below, the Orange County MS4 Permit requires preparation of a Water Quality Management Plan (WQMP) and implementation of post-construction BMPs for new development and significant redevelopment projects that qualify as Priority Development Projects.

The proposed project is considered a Priority Development Project because it involves redevelopment and the addition or replacement of 5,000 square feet or more of impervious surface area.

Construction Dewatering Permit. The Santa Ana RWQCB requires a permit for discharging waste to surface waters from activities involving groundwater extraction. The *General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimis) Threat to Water Quality*, Order No. R8-2020-0006, NPDES No. CAG998001 (Construction Dewatering Permit)[25] covers general waste discharge requirements for discharges to surface waters that pose an insignificant (*de minimis*) threat to water quality within the Santa Ana Region. Under this order, permittees are required to monitor their discharges of groundwater extraction waste from construction to ensure that effluent limitations for constituents are not exceeded.

Orange County Drainage Area Management Program. The Drainage Area Management Plan (DAMP)[26] was created by the County of Orange, the OCFCD, and incorporated cities (permittees), and includes specific water pollutant requirements of the Orange County Stormwater Program. The DAMP is the principal guidance and compliance document for the countywide implementation of the Stormwater Program. It is the foundation for the permittees to implement model programs designed to prevent pollutants from entering receiving waters to the maximum extent practicable. Section 7 of the DAMP discusses issues relating to new developments and significant redevelopments.

---

[24] Santa Ana Regional Water Quality Control Board (RWQCB). *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County, Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062.*

[25] Santa Ana Regional Water Quality Control Board (RWQCB). 2020. The *General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimis) Threat to Water Quality*, *Order No. R8-2020-0006, NPDES No. CAG998001.* June 19.

[26] County of Orange. 2003. *Drainage Area Management Plan (DAMP).* Website: https://ocerws.ocpublicworks.com/service-areas/oc-environmental-resources/oc-watersheds/documents/drainage-area-management-plan-7 (accessed March 2026).

Model Water Quality Management Plan. The *Model Water Quality Management Plan* (Model WQMP)[27] was developed to aid Orange County, the OCFCD, the cities in Orange County (permittees), and developers in Orange County to address post-construction urban runoff and stormwater pollution from new development and significant redevelopment projects that qualify as Priority Development Projects.

As previously discussed, Priority Development Projects are required to develop a WQMP to minimize adverse impacts of development to on-site hydrology, volume and rate of runoff, and pollutants of concern. Project WQMPs include project-specific BMPs to minimize these effects (e.g., LID, site design measures, source control BMPs). The requirements identified in the WQMPs are subject to Section 7 of the DAMP.

Technical Guidance Document. The County of Orange developed the *Technical Guidance Document (TGD) for the Preparation of Conceptual/Preliminary and/or Project Water Quality Management Plans* (Technical Guidance Document)[28] in cooperation with the incorporated cities of Orange County to aid agency staff and project proponents with addressing post-construction urban runoff and stormwater pollution from new development and significant redevelopment projects in Orange County. The Technical Guidance Document serves as the technical guidance to complete the project WQMP.

Orange County Construction Runoff Guidance Manual. The *Construction Runoff Guidance Manual for Contractors, Project Owners, and Developers*[29] presents the requirements related to construction from the DAMP. The goal of this Guidance Manual is to control pollutant discharges from construction sites. As such, it helps applicants with building and grading permits to understand the water quality requirements during the construction phase of development projects.

4.10.4.4 Local Regulations

Local Implementation Plan. The City Local Implementation Plan (LIP) is the principal guidance and compliance document specific to the City's jurisdiction for compliance with the requirements of the Orange County MS4 Permit. The LIP provides the description and details of the City's water quality program implementation activities. The LIP is designed to work in conjunction with the Orange County DAMP. It should be noted that the City's LIP takes precedence over DAMP requirements.

Cypress Town Center and Commons Specific Plan 3.0. The Cypress Town Center and Commons Specific Plan 3.0 contains the following provisions related to hydrology and water quality:

- **Water Plan:** 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.

---

27 County of Orange. 2011. *Model Water Quality Management Plan (Model WQMP),* Exhibit 7.II. May 19.

28 County of Orange. 2013. *Technical Guidance Document (TGD) for the Preparation of Conceptual/ Preliminary and/or Project Water Quality Management Plans (WQMPs),* Exhibit 7.III. December 20.

29 County of Orange. 2012. *Construction Runoff Guidance Manual for Contractors, Project Owners, and Developers.* December.

- **Wastewater Plan:** New development that occurs within the Specific Plan area will connect to the existing trunk sewer lines. Precise sewer 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. New collection lines will be offered for dedication to the City after construction.

- **Drainage Plan:** Because of the widely diversified land uses proposed in this Specific Plan, a combination of drainage and treatment systems may be appropriate and will be determined during the project development and design stage. The developer must obtain approval from the City Engineer for the method selected in each instance.

City of Cypress General Plan, Conservation/Open Space/Recreation Element. The Conservation/ Open Space/Recreation Element of the City's General Plan addresses resource protection and preservation issues related to water resources. The following goals and policies would be applicable to the proposed project:

- **COSR-1:** Conserve groundwater and imported water resources
    - **COSR-1.2:** Promote the use of native trees in landscaping to conserve water resources.
    - **COSR-1.3:** Protect ground water resources from depletion and sources of pollution.
    - **COSR-1.4:** Conserve imported water by utilizing water conservation techniques, water conserving appliances, and drought-resistant landscaping.

City of Cypress Municipal Code. Chapter 13, Article IV, Cypress Water Quality, of the City Municipal Code regulates stormwater and surface runoff water quality. The Municipal Code requires compliance with the DAMP and LIP, including preparation of WQMPs for priority development projects. Prior to issuance of a grading permit, building permit, and/or safety permit for any new development or significant redevelopment, the property owner is required to submit to and obtain the approval of the WQMP by the City.

4.10.5 Thresholds of Significance

The thresholds of significance for hydrology and water quality impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines* and the City's *Initial Study/Environmental Checklist*.[30] Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to hydrology and water quality if it would:

[30] Section 15064(b) of the *State CEQA Guidelines* allows lead agencies to apply their own thresholds of significance, provided those thresholds are supported by substantial evidence and consistent with CEQA's requirements. Pursuant to Section 15064(b) of the *State CEQA Guidelines*, the City has developed additional thresholds of significance for hydrology and water quality impacts, as provided in the City's *Initial Study/Environmental Checklist*. The City's *Initial Study/Environmental Checklist* is provided on the City's website: https://www.cypressca.org/home/showpublisheddocument/756.

Threshold 4.10.1: Violate any water quality standards or waste discharge requirements;

Threshold 4.10.2: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);

Threshold 4.10.3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;

Threshold 4.10.4: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Threshold 4.10.5: Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;

Threshold 4.10.6: Otherwise substantially degrade water quality;

Threshold 4.10.7: Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;

Threshold 4.10.8: Place within a 100-year flood hazard area structures which would impede or redirect flood flows;

Threshold 4.10.9: Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam;

Threshold 4.10.10: Be subject to inundation by seiche, tsunami, or mudflow;

Threshold 4.10.11: Result in an increase in pollutant discharges to receiving waters; consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash);

Threshold 4.10.12: Result in significant alteration of receiving water quality during or following construction;

Threshold 4.10.13: Result in increased erosion downstream;

Threshold 4.10.14: Result in increased impervious surfaces and associated increased runoff;

Threshold 4.10.15: Create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes;

Threshold 4.10.16: Be tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired;

Threshold 4.10.17: Be tributary to other environmentally sensitive areas? If so, can it exacerbate already existing sensitive conditions;

Threshold 4.10.18: Have a potentially significant environmental impact on surface water quality to either marine, fresh, or wetland waters;

Threshold 4.10.19: Have a potentially significant adverse impact on groundwater quality;

Threshold 4.10.20: Cause or contribute to an exceeded applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses;

Threshold 4.10.21: Impact aquatic, wetland, or riparian habitat; or

Threshold 4.10.22: Include new or retrofitted stormwater treatment control Best Management Practices (e.g., water quality treatment basin, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g., increased vectors or odors).

4.10.6 Project Impacts

4.10.6.1 Water Quality Impacts

Threshold 4.10.1: **Would the project violate any water quality standards or waste discharge requirements?**

Threshold 4.10.6: **Would the project otherwise substantially degrade water quality?**

Threshold 4.10.11: **Would the project result in an increase in pollutant discharges to receiving waters? Consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash).**

Threshold 4.10.12: **Would the project result in significant alteration of receiving water quality during or following construction?**

Threshold 4.10.18: Would the project have a potentially significant environmental impact on surface water quality to either marine, fresh, or wetland waters?

***Less Than Significant Impact*.** As detailed in Chapter 3.0, Project Description, the proposed project consists of the reasonably foreseeable buildout of a portion of the area governed by the Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan) that includes approximately 134 acres of land (Buildout Area) in the City. The proposed project would include the development of up to 1,791 additional residential units within the Buildout Area, reflecting the remaining allowable units under the Specific Plan, and approximately 440,000 square feet of non-residential development.

Construction. As discussed in Chapter 3.0, Project Description, the proposed project evaluated in this Draft EIR assumes that development of the land uses allowed by the Specific Plan within the Buildout Area would require the demolition and removal of all or a substantial portion of the existing improvements associated with the LARC, including the race track and infield area, grandstand, buildings, barns and structures and three artificial lakes. That phase would be followed by the grading for and construction of specific development projects within discrete portions of the Buildout Area. Development within the Buildout Area would occur on a project-by-project basis and the specific design and sequencing of those projects cannot be determined at this time. However, future development facilitated by the proposed project would generally be required to comply with applicable construction permits and regulations associated with water quality, as detailed in **Regulatory Compliance Measure HYD-1**.

Construction activities could temporarily increase erosion and sedimentation due to ground and soil disturbance, which exposes soils. In addition, construction activities could potentially introduce pollutants into stormwater runoff if disturbed soil and chemicals associated with construction activities are conveyed into the storm drain system and/or receiving waters. Pollutants of concern during construction of future development under the proposed project include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During soil-disturbing construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported via stormwater runoff into receiving waters. Sediment from increased soil erosion and chemicals from spills and leaks also have the potential to be discharged to downstream receiving waters during storm events, which can affect water quality, contribute to TMDL exceedances and impair beneficial uses.

As construction of future development associated with the proposed project is anticipated to disturb greater than 1 acre of soil, future development would be subject to the requirements of the *General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities,* Order No. WQ 2022-0057-DWQ, NPDES No. CAS000002 (Construction General Permit),[31]

[31] State Water Resources Control Board (SWRCB). 2022. *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (General Permit), Order WQ 2022-0057-DWQ, NPDES No. CAS000002*. Adopted September 8.

as specified in **Regulatory Compliance Measure HYD-1**. As required by the Construction General Permit, the Construction Contractor would be required to prepare a SWPPP and implement construction BMPs detailed in the SWPPP during construction activities. The SWPPP would detail the BMPs to be implemented during construction. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

If construction of future development associated with the proposed project would disturb less than 1 acre of soil and are not a part of a larger common plan, those projects would be required to comply with Section 4.106 of the 2022 California Green Building Standards Code (CALGreen Code), as specified in **Regulatory Compliance Measure HYD-1**. Section 4.106 of the CALGreen Code requires implementation of BMPs to prevent flooding and erosion and to retain sediment on site. Compliance with the requirements of the Construction General Permit or Section 4.106 of the CALGreen Code, including incorporation of construction BMPs, would ensure that construction impacts related to waste discharge requirements, water quality standards, degradation of water quality, increased pollutant discharge, and alteration of receiving water quality would be less than significant.

According to the Geotechnical Investigation, groundwater within the Buildout Area has a historic groundwater depth of less than 10 feet below ground surface. Based on exploratory borings performed as part of the Geotechnical Investigation, groundwater within the Buildout Area is shallow, ranging from approximately 5 to 12.5 feet below ground surface. Because of the presence of shallow groundwater, it is likely that groundwater dewatering would be required during excavation activities associated with buildout of the proposed project. In addition, removal of the three artificial lakes would require dewatering. Groundwater and water from the three artificial lakes may contain high levels of total dissolved solids, nitrate, salinity, or other constituents, or high or low pH levels that could be introduced to surface waters when dewatered water is discharged to receiving waters. Dewatering activities during excavation and removal of the three artificial lakes would be conducted in accordance with the *General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimis) Threat to Water Quality*, Order No. R8-2020-0006, NPDES No. CAG998001 (Construction Dewatering Permit),[32] as specified in **Regulatory Compliance Measure HYD-2**. This permit requires testing and treatment (as necessary) of water encountered during dewatering prior to release to the storm drain system. As a result, dewatering activities would not introduce pollutants to receiving waters at levels that would violate water quality standards or waste discharge requirements, degrade water quality, increase pollutant discharge, or alter the quality of the receiving water.

The proposed project would be designed and implemented to comply with all applicable federal, state, and local laws, regulations, policies, and plans related to water quality, stormwater management, and hydrology. Compliance with **Regulatory Compliance Measures HYD-1 and HYD-2**, which requires preparation of a SWPPP, implementation of construction BMPs, and testing and

[32] Santa Ana Regional Water Quality Control Board (RWQCB). 2020. The *General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimis) Threat to Water Quality*, *Order No. R8-2020-0006, NPDES No. CAG998001.* June 19.

treatment of water prior to discharge to surface water, would ensure that construction of the proposed project would not result in the violation of water quality standards or waste discharge requirements. In addition, compliance with **Regulatory Compliance Measures HYD-1 and HYD-2** would ensure that construction of the proposed project would not substantially degrade water quality, result in an increase in pollutant discharges to receiving waters, result in significant alteration of receiving water quality, or result in a significant environmental impact on surface water quality to either marine, fresh, or wetland waters. Impacts would be less than significant, and no additional mitigation measures are required.

Operation. The drainage plan for the proposed project is divided into three Drainage Areas (A through C) for hydrology and drainage design and 18 Drainage Management Areas (DMAs A1, A2, B, C, D1, D2, E1, E2, F, G1, G2, H1, H2, and S1 through S5) that correspond to the anticipated location of future water quality BMPs. The proposed Drainage Areas and DMAs are discussed in detail under Thresholds 4.10.4, 4.10.5, and 4.10.15, below.

Implementation of the proposed project would introduce new uses within the Buildout Area and would increase the amount of impervious surface area within the Buildout Area compared to existing conditions, from approximately 59 percent to approximately 70 percent, due to the construction of the proposed project. Expected pollutants of concern from long-term operation of the proposed project include suspended solids, nutrients, heavy metals, pathogens, pesticides, oil and grease, toxic organic compounds, and trash and debris. According to the PWQMP prepared for the proposed project, potential sources of these pollutants include the following:

- **Suspended Solids/Sediment:** Landscaping
- **Nutrients:** Landscaping
- **Heavy Metals and Toxic Organic Compounds:** Parking lots
- **Pathogens (Bacteria/Virus):** Parking lots, food uses, pet waste
- **Pesticides:** Landscaping
- **Oil and Grease:** Parking lots
- **Toxic Organic Compounds:** Parking lots and commercial uses
- **Trash and Debris:** Landscaping activities, human activities, food wastes

The proposed project would be required to comply with the requirements of the Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County, Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062 (Orange County MS4 Permit).[33] Compliance with the Orange County MS4 Permit is achieved through adherence to Chapter 13-23 of the Cypress Municipal Code. As required by Chapter 13-23 of the Cypress Municipal Code, and specified in **Regulatory Compliance Measure HYD-3**, projects that qualify as new development or significant redevelopment as outlined in the Orange County MS4 Permit must comply with the requirements of the Orange County MS4 Permit, Orange County

[33] Santa Ana Regional Water Quality Control Board (RWQCB). *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County, Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062.*

DAMP, and the City of Cypress Local Implementation Plan (LIP), including the preparation of a project-specific WQMP to specify BMPs that would be implemented to capture, treat, and reduce pollutants of concern in stormwater runoff. WQMPs would specify the Source Control, Low Impact Development (LID), and Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in stormwater runoff. Source Control BMPs are preventative measures that are implemented to prevent the introduction of pollutants into stormwater. LID BMPs mimic a project site's natural hydrology by using design measures that capture, filter, store, evaporate, detain, and infiltrate runoff rather than allowing runoff to flow directly to piped or impervious storm drains. Treatment Control BMPs are structural BMPs designed to treat and reduce pollutants in stormwater runoff prior to releasing it to receiving waters.

The PWQMP prepared for the proposed project (**Appendix H-2**) specifies the Source Control and LID BMPs proposed for the project (no Treatment Control BMPs are proposed). The BMPs specified in the PWQMP would be implemented and maintained, as specified in **Regulatory Compliance Measure HYD-3**. The proposed BMPs are detailed below.

Proposed Non-Structural Source Control BMPs include education for property owners, tenants and occupants; activity restrictions; common area landscape management; BMP maintenance; spill contingency plan, uniform fire code implementation, common area litter control; employee training; housekeeping of loading docks, common area catch basin inspections; and street sweeping public streets and parking lots. Proposed Structural Source Control BMPs include storm drain system stenciling and signage; trash and waste storage areas designed to reduce pollutant introduction; use of efficient irrigation systems and landscape design, water conservation, smart controllers, and source control; energy dissipation and protection of slopes and channels; vehicle wash areas; hillside landscaping; and wash water control for food preparation areas.

As discussed in the PWQMP, the proposed 18 DMAs all discharge to channels that are not susceptible to hydromodification. Therefore, no hydrologic conditions of concern (HCOCs) are present for these DMAs. Please refer to the PWQMP included in **Appendix H-2** for additional details of the proposed Non-Structural Source Control BMPs, and Structural Source Control BMPs.

Proposed LID BMPs include biotreatment BMPs, including either detention basins and/or proprietary flow-based biofiltration systems (depending on the design considerations of the final buildout condition), to capture and treat stormwater runoff before discharging stormwater to the surrounding storm drain system. The proposed DMAs and water quality BMPs are discussed in detail under Thresholds 4.10.4, 4.10.5, and 4.10.15, below.

The proposed BMPs would target and reduce pollutants of concern from runoff from the Buildout Area in compliance with the Orange County MS4 Permit requirements, Orange County DAMP, and City of Cypress LIP. Compliance with these requirements, including incorporation of operational BMPs to target pollutants of concern (as specified in **Regulatory Compliance Measure HYD-3**), would ensure that water quality impacts, degradation of water quality, increased pollutant discharge, and alteration of receiving water quality during project operation would be less than significant.

Furthermore, future development projects facilitated by the proposed project would be evaluated for site-specific impacts relating to hydrology and water quality and would include appropriate mitigation (as necessary) to address impacts related to violation of water quality standards or waste discharge requirements or degradation of water quality. Therefore, implementation of the proposed project would result in a less than significant impact related to the violation of water quality standards or waste discharge requirements, degradation of water quality, increase pollutant discharges, or alter receiving water quality, and no mitigation is required.

4.10.6.2 Groundwater Supply Impacts

Threshold 4.10.2: **Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

***Less Than Significant Impact*.** As previously discussed, the Buildout Area is located within the Coastal Plain of Orange County Groundwater Basin, which is managed by the OCWD and designated as a Medium Priority basin pursuant to the SGMA.[34] On January 1, 2017, the OCWD, City of La Habra, and Irvine Ranch Water District submitted the Basin 8-1 Alternative to the California DWR, which indicated that the Coastal Plain of Orange County Groundwater Basin has operated within its sustainable yield over a period of at least 10 years without experiencing significant and unreasonable (1) lowering of groundwater levels, (2) reduction in storage, (3) water quality degradation, (4) seawater intrusion, (5) inelastic land subsidence, or (6) depletions of interconnected surface water that have significant and unreasonable adverse impacts on beneficial uses of the surface water, and will continue to be sustainably managed pursuant to the management actions within the Basin 8-1 Alternative, as required by the SGMA.[35]

Construction. According to the Geotechnical Investigation, groundwater within the Buildout Area has a historic groundwater depth of less than 10 feet below ground surface. Based on exploratory borings performed as part of the Geotechnical Investigation, groundwater within the Buildout Area is shallow, ranging from approximately 5 to 12.5 feet below ground surface. Given these shallow conditions, temporary dewatering could be required during excavation activities. However, groundwater dewatering would be localized, short-term, and minimal, and the volume of groundwater removed would not be substantial when compared to the total amount of groundwater stored in the Coastal Plain of the Orange County Groundwater Basin, which has a surface area of 350 square miles and a storage capacity of 38,000,000 acre-feet.[36] In addition, according to the Geotechnical Investigation, the predominate soil type within the Buildout Area is classified as Hydrologic Soil Group C. Group C soils having slow infiltration rates when thoroughly

[34] California Department of Water Resources (DWR). n.d.-c. *SGMA Basin Prioritization Dashboard.* Website: https://gis.water.ca.gov/app/bp-dashboard/final/ (accessed March 2026).

[35] Orange County Water District (OCWD), City of La Habra, and Irvine Ranch Water District. 2027. Basin 8-1 Alternative. January 1.

[36] California Department of Water Resources (DWR). 2004. *California's Groundwater Bulletin 118. Coastal Plains of Orange County Groundwater Basin*. February 27.

wetted and have a slow rate of water transmission. Therefore, construction activities would not substantially deplete groundwater supplies or interfere with groundwater recharge in a manner that may impede sustainable groundwater management. Impacts would be less than significant, and no mitigation is required.

Operation. Implementation of the proposed project would increase impervious surface coverage within the Buildout Area compared to existing conditions, from approximately 59 percent to approximately 70 percent, due to the construction of the proposed project. This increase in impervious surface area within the Buildout Area would decrease on-site infiltration. However, because underlying soils already exhibit low infiltration capacity, the project is not expected to substantially alter groundwater recharge compared to existing conditions. The proposed project would also not involve direct groundwater extraction.

As discussed above, the Buildout Area is located within the Coastal Plain of Orange County Groundwater Basin. Operation of the proposed project would not involve direct groundwater extraction. The Golden State Water Company (GSWC) West Orange would supply water to the proposed project. According to the WSA prepared for the proposed project, GSWC West Orange's water supply sources include groundwater pumped from the Orange County Groundwater Basin, treated imported water, a small amount of purchased water from the City of Seal Beach through an intertie, and recycled water from the City of Cerritos. GSWC West Orange owns and operates 13 active groundwater wells located within the Orange County Groundwater Basin, with a total capacity of approximately 11,750 gallons per minute (or about 16.9 million gallons per day). Over the past 20 years, GSWC West Orange's maximum annual total groundwater production was approximately 15,889-acre feet per year during calendar year 2013 (or about 14 million gallons per day).

As discussed in the WSA prepared for the proposed project, GSWC West Orange's primary sources of supply would provide sufficient water supply for GSWC West Orange's projected water demand, including the proposed project, under all conditions, over the next 20 years. Increased water use during operation of the proposed project would also not substantially affect groundwater supplies, because the groundwater basin has been sustainably managed by OCWD over the last 10 years and will continue to be sustainably managed. In addition, OCWD and GSWC West Orange coordinate in order to ensure that groundwater extracted for municipal water supplies would not substantially deplete groundwater supplies. Therefore, operation of the proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge in a manner that may impede sustainable groundwater management. Impacts would be less than significant, and no mitigation is required.

4.10.6.3 Drainage Patterns and Erosion Impacts

Threshold 4.10.3: **Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

Threshold 4.10.13: **Would the proposed project result in increased erosion downstream?**

***Less Than Significant Impact*.** Under existing conditions, the southern portion of the Buildout Area generally drains south towards the Katella Avenue Storm Drain, the northwestern portion of the Buildout Area drains west towards Lexington Drive, and a small portion of the Buildout Area in the north drains north towards Cerritos Avenue. The Drainage Report identifies six Drainage Areas (A through F) for the Buildout Area under existing conditions, as described in Section 4.10.3.2 and depicted in **Figure 4.10-1**. There are no existing streams or rivers in the Buildout Area.

The drainage plan for the proposed project would be divided into three Drainage Areas (A through C) for hydrology and drainage design and 18 Drainage Management Areas (DMAs A1, A2, B, C, D1, D2, E1, E2, F, G1, G2, H1, H2, and S1 through S5) that correspond to the anticipated location of future water quality BMPs.

Construction. During project construction activities, soil would be exposed and disturbed, drainage patterns would be temporarily altered during grading and other construction activities, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As discussed above, as construction of future development associated with the proposed project is anticipated to disturb greater than 1 acre of soil, future development projects would be subject to the requirements of the Construction General Permit, which requires preparation of a SWPPP (**Regulatory Compliance Measure HYD-1**). The SWPPP which would detail Erosion Control and Sediment Control BMPs to be implemented during project construction to minimize erosion and retain sediment on site. However, as the specific design and sequencing of future development projects cannot be determined at this time, future projects may disturb less than 1 acre of soils and the Construction General Permit would not be applicable. If construction of future development associated with the proposed project would disturb less than 1 acre of soil and are not a part of a larger common plan, those projects would be required to comply with Section 4.106 of the CALGreen Code (**Regulatory Compliance Measure HYD-1**). Section 4.106 of the CALGreen Code requires implementation of BMPs to prevent flooding and erosion and to retain sediment on site. Therefore, compliance with the requirements of the Construction General Permit or Section 4.106 of the CALGreen Code, including incorporation of construction BMPs, would ensure that construction impacts related to on-site, off-site, or downstream erosion or siltation would be less than significant.

Project construction would not alter the course of a stream or river because there are no rivers and streams in the Buildout Area. As such, impacts related to substantial erosion or siltation due to alterations to existing course of stream or rivers would be less than significant, and no mitigation is required.

Changes to the hydrologic characteristics of a stream caused by development, including increased stormwater runoff volume, high peak flows, and altered flow duration and timing, can lead to downstream erosion. According to the WQMP prepared for the proposed project, all 18 DMAs discharge to channels that are not susceptible to hydromodification. Therefore, no HCOCs are present for these DMAs, and construction of the proposed project would not result in hydromodification impacts to downstream receiving waters, including increased erosion downstream. Impacts would be less than significant, and no mitigation is required.

Operation. According to the PWQMP prepared for the proposed project, implementation of the proposed project would increase the amount of impervious surface area by 11 percent within the Buildout Area from approximately 78.02 acres (59 percent) to approximately 92.39 acres (70 percent). The approximately 92.39 acres of the Buildout Area that would be impervious would not be susceptible to on-site erosion or siltation because no soil would be included in these areas. The remaining 40.29 acres would consist of pervious surface area, which would contain landscaping that would minimize on-site erosion and siltation by stabilizing the soil. Therefore, on-site erosion and siltation impacts would be minimal.

Increases in stormwater runoff can lead to downstream erosion in receiving waters. The Drainage Report also included off-site hydrology analysis for the drainage facilities that the Buildout Area would discharge to, including the Cerritos Avenue Storm Drain, the Katella Avenue Storm Drain, and the Lexington Drive Storm Drain. Under existing conditions, the 25-year storm event peak flow rate for the Cerritos Avenue Storm Drain is approximately 202 cubic feet per second (cfs), at the intersection of Bloomfield Avenue and Cerritos Avenue. Analysis of the hydrology results indicated that the proposed project would not have any impacts on the Cerritos Avenue Storm Drain, as the proposed project's discharge would be less than the existing condition, and it would only occur once the 100-year high confidence peak flows have passed at the discharge location. This reduction is due to the proposed detention basin that would collect, detain, and treat stormwater before discharging stormwater to the Cerritos Avenue Storm Drain. This detention basin is currently proposed to discharge at a rate of 17 cfs, but only upon the subsidence of flows in the Cerritos Avenue Storm Drain.

In addition, under existing conditions, the 25-year storm event peak flowrate for the Katella Avenue Storm Drain is approximately 236 cfs. The hydrology analysis in the Drainage Report found that the proposed project would need to reduce the flows discharged to the Katella Avenue Storm Drain. The proposed project would reduce the stormwater discharge to Katella Avenue Storm Drain in the post-development condition by approximately 72 percent when compared to the existing condition. The proposed project is allowed to discharge directly to the Katella Avenue Storm Drain at a rate of approximately 32.84 cfs, which would significantly improve the existing storm drain system hydraulics and reduce current deficiencies within the system. As such, the proposed project would not have any adverse effects on the downstream receiving waters.

Lastly, under existing conditions, the 25-year high confidence storm event peak flow rate for the Lexington Drive Storm Drain is approximately 76.84 cfs. The Drainage Report indicated that the allowed discharge to the Lexington Drive Storm Drain is 11.33 cfs and that, due to the extensive on-site mitigation from proposed detention basins, the proposed project would not cause adverse effects to the hydraulic conditions of this facility or downstream facilities.

Overall, stormwater runoff would be collected, detained, and treated in the proposed detention basins and/or proprietary flow-based biofiltration systems, which would capture and treat stormwater runoff before discharging stormwater to the surrounding storm drain system (**Regulatory Compliance Measure HYD-3**). The proposed detention basins and proprietary flow-based biofiltration systems would not be susceptible to erosion or siltation and implementation of the proposed detention basins would ensure that the proposed project would not result in increased off-site erosion or siltation. Additionally, according to the PWQMP and as discussed

above, all 18 DMAs discharge to channels that are not susceptible to hydromodification. Therefore, no HCOCs are present for these DMAs and the proposed project would not result in hydromodification impacts to downstream receiving waters, including increased downstream erosion or siltation impacts.

In addition, operation of the proposed project would not alter the course of a stream or river because there are no rivers and streams in the Buildout Area. As such, impacts related to substantial erosion or siltation due to alterations to existing course of stream or rivers would be less than significant, and no mitigation is required. For these reasons, operational impacts related to substantial on-site, off-site, or downstream erosion or siltation would be less than significant, and no mitigation is required.

Threshold 4.10.4: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Threshold 4.10.5: Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Threshold 4.10.15: Would the project create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes?

***Less Than Significant Impact*.** As discussed above, under existing conditions, the southern portion of the Buildout Area generally drains south towards the Katella Avenue Storm Drain, the northwestern portion of the Buildout Area drains west towards Lexington Drive, and a small portion of the Buildout Area in the north drains north towards Cerritos Avenue. The Drainage Report identifies six Drainage Areas (A through F) for the Buildout Area under existing conditions, as described above in Section 4.10.3.2, Drainage, and depicted in **Figure 4.10-1**.

During operation of the proposed project, the Buildout Area would be divided into three Drainage Areas (A through C) for hydrology and drainage design and 18 Drainage Management Areas (DMAs A1, A2, B, C, D1, D2, E1, E2, F, G1, G2, H1, H2, and S1 through S5) that correspond to the anticipated location of future water quality BMPs.

Construction. Drainage patterns would be temporarily altered during grading and other construction activities; however, construction of the proposed project would not alter the course of a stream or river. As discussed above and specified in **Regulatory Compliance Measure HYD-1**, project construction would either comply with the requirements of the Construction General Permit, including the preparation and implementation of a SWPPP, or Section 4.106 of the CALGreen Code, which requires implementation of construction BMPs. The SWPPP would include construction BMPs to control and direct on-site surface runoff and would include detention facilities, if required, to ensure that stormwater runoff from the construction site does not exceed the capacity of the stormwater drainage systems.

In addition, any groundwater extracted during groundwater dewatering activities that is discharged to surface waters would be tested and treated (if necessary) to ensure that any discharges meet the water quality limits specified in the applicable NPDES permit, as specified in **Regulatory Compliance Measure HYD-2. Regulatory Compliance Measures HYD-1 and HYD-2** are existing NPDES requirements with which the project is required to comply. These measures would prevent substantial additional sources of polluted runoff being discharged to the storm drain system through implementation of construction BMPs that target pollutants of concern in runoff from the Buildout Area as well as testing and treatment (if required) of groundwater prior to its discharge to surface waters.

With adherence to **Regulatory Compliance Measures HYD-1 and HYD-2** and implementation of BMPs, construction impacts related to substantially altering the drainage pattern of the Buildout Area in a manner that would result in flooding on- or off-site, exceeding the capacity of the adjacent stormwater drainage systems, or providing substantial additional sources of polluted runoff would be less than significant. In addition, with adherence to **Regulatory Compliance Measures HYD-1 and HYD-2,** construction of the proposed project would not create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes. Impacts would be less than significant, and no mitigation is required.

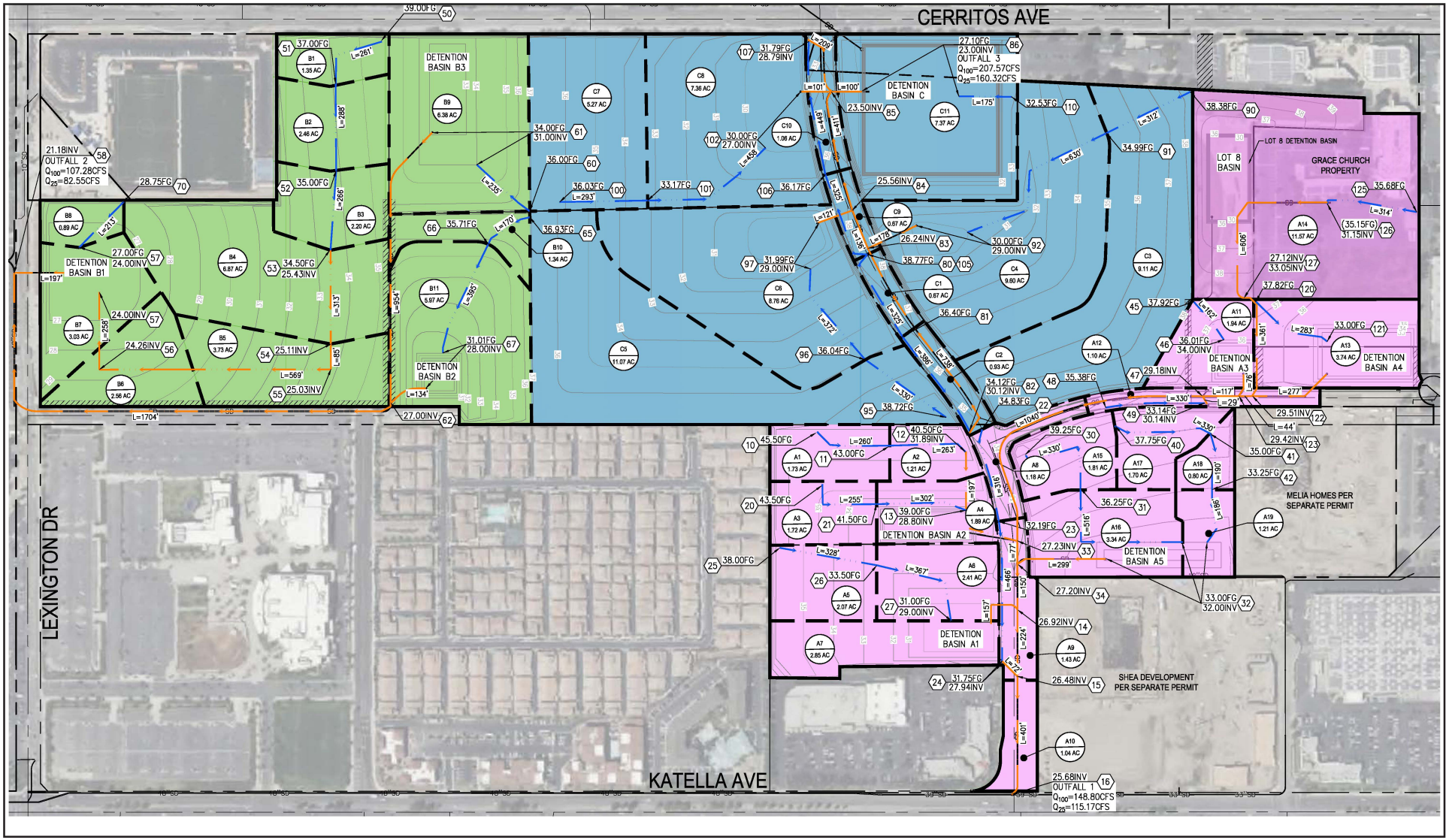
Operation. Implementation of the proposed project would require minor modifications to the existing Drainage Areas and would include the installation of Storm Drain Lines A, B, and C, as discussed in more detail below. For example, stormwater would no longer be directed to the existing race track and lakes, which would be removed as part of the proposed project. The Drainage Report identifies three Drainage Areas and 18 DMAs (DMAs A1, A2, B, C, D1, D2, E1, E2, F, G1, G2, H1, H2, and S1 through S5) for the Buildout Area under the proposed condition. The numbering convention of the Drainage Areas does not correspond exactly between the existing and proposed conditions. **Table 4.10.D: Existing and Proposed Drainage Conditions** below is provided for clarification and comparison purposes.

Table 4.10.D: Existing and Proposed Drainage Conditions

Outfall Location	Existing Drainage Area	Proposed Drainage Area
Katella Avenue Storm Drain	A and B	A
Winner's Circle Storm Drain	C	-
Lexington Drive Storm Drain	D	B
Cerritos Avenue Storm Drain	E	C
Existing Race Track Ponds	F	-

Source: *Master Plan of Drainage for Specific Plan 3.0 Buildout Project, 4961 Katella Avenue, Cypress, CA.* September 16 (TAIT & Associates, Inc. 2025a). (**Appendix H-1**)

Drainage Areas A through C and DMAs A1, A2, B, C, D1, D2, E1, E2, F, G1, G2, H1, H2, and S1 through S5 for the Buildout Area under the proposed condition are also described further below and depicted in **Figure 4.10-2: Proposed Drainage Areas** and **Figure 4.10.3: Proposed Drainage Management Areas**, respectively.



LSA

FIGURE 4.10-2

LEGEND

- DRAINAGE AREA BOUNDARY
- DRAINAGE SUB-AREA BOUNDARY
- SUB-AREA FLOW PATH
- STORM DRAIN FLOW PATH
- EXISTING STORM DRAIN LINE
- SUBAREA ID
- SUBAREA ACREAGE
- NODE SURFACE ELEVATION
- NODE ASSUMED INVERT

- OUTFALL 1 DRAINAGE AREA "A"
- OUTFALL 2 DRAINAGE AREA "B"
- OUTFALL 3 DRAINAGE AREA "C"

NOTE: AERIAL IMAGERY DATED: AUGUS

0 300 600
FEET

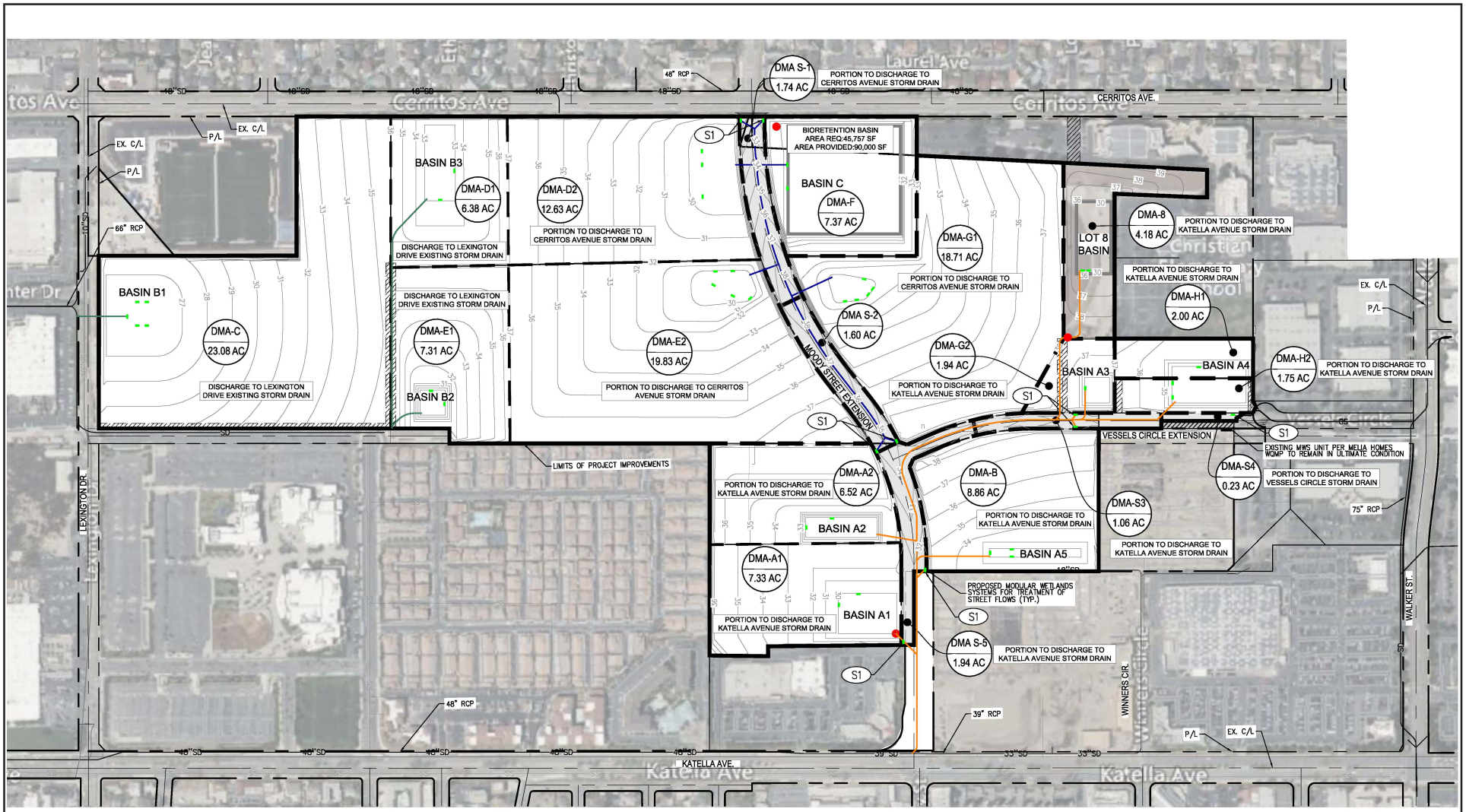
SOURCE: TAIT & Associates

I:\C\CCP2201.050\G\Proposed_Draining_Areas.ai (10/15/2025)

Specific Plan 3.0 Buildout Project

Proposed Drainage Areas

This page intentionally left blank



LSA

LEGEND

- LOS ALAMITOS RACE COURSE SPECIFIC PLAN 3.0 BUILDOUT PROJECT
- EXISTING OFFSITE STORM DRAIN
- PROPOSED ON-SITE STORM DRAIN SYSTEM A
- PROPOSED ON-SITE STORM DRAIN SYSTEM B
- PROPOSED ON-SITE STORM DRAIN SYSTEM C
- PROPOSED MWS SYSTEM OR APPROVED EQUAL
- PROPOSED LOCATION OF PUMP STATION
- IMPERVIOUS AREAS

N

0 300 600
FEET

SOURCE: TAIT & Associates

I:\C\CCP2201.050\G\Proposed_Draining_Management.ai (10/15/2025)

FIGURE 4.10-3

Specific Plan 3.0 Buildout Project

Proposed Drainage Management Areas

This page intentionally left blank

- **Drainage Area A** consists of the east and southeast portions of the Buildout Area, southeast of Drainage Area C, and includes approximately 44.76 acres of land. Proposed development within Drainage Area A would include commercial, medium-density residential, and senior housing uses with residential densities of approximately 29.7 and 17.5 dwelling units per acre, respectively. Additionally, the proposed Moody Street Extension south of the proposed Vessels Circle Extension will drain towards Drainage Area A and be captured by proposed catch basins that will discharge to the Katella Avenue Storm Drain. Stormwater within Drainage Area A would generally flow from north to south. Surface flows in this area would be conveyed to new inlet locations which would route the runoff towards a proposed storm drain line in the proposed Moody Street and Vessels Circle extensions (Storm Drain Line A). Storm Drain Line A would begin in Vessels Circle as a 24-inch RCP and would flow east to west towards Moody Street. Along Moody Street this line would increase in size to a 36-inch storm drain system that would connect to the existing 39-inch Katella Avenue Storm Drain. The Moody Street extension would also include the construction of catch basin inlets that will ensure no surface runoff from the proposed street will spill onto Katella Avenue as it would in the existing condition.

  The proposed Drainage Area A consolidated the existing Drainage Area A and Drainage Area B. In the proposed condition, peak runoff was determined to be less than the existing stormwater runoff, which is due to the implementation of proposed detention basins within the proposed Drainage Area A. Five proposed detention basin, Basins A1, A2, A3, A4, and A5, are proposed in Drainage Area A to reduce the peak runoff from the Buildout Area, utilizing the 0.308 cubic feet per second per acre (cfs/acre) maximum discharge rate as required by the City, before ultimately discharging into the Katella Avenue Storm Drain. As discussed, the peak runoff would be greatly reduced when compared to the existing condition, which would improve the downstream system hydraulic conditions. Discharge to Katella Avenue would not exceed the existing condition discharge for the 10-, 25- and 100-year expected value storm event.

  - **DMA-A1** includes approximately 7.33 acres of land, with runoff flows traveling from north to south and discharging to the Katella Avenue Storm Drain. DMA-A1 is proposed to be approximately 85 percent impervious. Stormwater treatment within DMA-A1 would be provided through the use of proprietary flow-based biofiltration systems. Alternatively, Basin A1 may treat stormwater before discharging into the Katella Avenue Storm Drain if the final site plan design allows.

  - **DMA-A2** includes approximately 6.52 acres of land, with runoff flows traveling from north to south and discharging to the Katella Avenue Storm Drain. DMA-A2 is proposed to be approximately 85 percent impervious. Stormwater treatment within DMA-A2 would be provided through the use of proprietary flow-based biofiltration systems. Alternatively, Basin A2 may treat stormwater before discharging into the Katella Avenue Storm Drain if the final site plan design allows.

  - **DMA-B** includes approximately 8.86 acres of land, with runoff flows traveling from north to south. Stormwater runoff within DMA-B would discharge to the proposed storm drain line in the proposed Moody Street extension (Storm Drain Line A), which ultimately discharges to the Katella Avenue Storm Drain. DMA-B is proposed to be approximately 85 percent

impervious. Stormwater treatment within DMA-B would be provided through the use of proprietary flow-based biofiltration systems. Alternatively, Basin A5 may treat stormwater before discharging into the Katella Avenue Storm Drain if the final site plan design allows.

- **DMA-H1** includes approximately 2.00 acres of land, with runoff flows traveling from west to east and discharging to the Katella Avenue Storm Drain. DMA-H1 is proposed to be approximately 85 percent impervious. Stormwater runoff within DMA-H1 would either be treated via a proprietary flow-based biofiltration system or Basin A4.

- **DMA-H2** includes approximately 1.75 acres of land, with runoff flows traveling from west to east and discharging to the Katella Avenue Storm Drain. DMA-H2 is proposed to be approximately 85 percent impervious. Stormwater runoff within DMA-H2 would also either be treated via a proprietary flow-based biofiltration system or Basin A4.

- **DMA-S3** includes approximately 1.06 acres of the proposed Vessels Circle extension and would be approximately 90 percent impervious. Within DMA-S3 runoff flows would converge to a low point near the southwest corner of DMA-C where stormwater would be captured and treated via a proprietary flow-based biofiltration system and discharged to the Katella Avenue Storm Drain.

- **DMA-S5** includes approximately 1.94 acres of the proposed Vessels Circle and Moody Street extensions and would be approximately 90 percent impervious. Within DMA-S5 runoff flows would travel from north to south and would be captured and treated via a proprietary flow-based biofiltration system and discharged to the proposed storm drain line in the proposed Moody Street extension (Storm Drain Line A) and ultimately the Katella Avenue Storm Drain.

- **Drainage Area B** consists of the western portion of the Buildout Area, west of Drainage Area C, and includes approximately 36.78 acres of land. Proposed development within Drainage Area B would include single-family residential, medium-family residential, and senior housing uses. Stormwater within Drainage Area B would generally flow from northeast to southwest. Surface flows in this area would be conveyed through a proposed storm drain line (Storm Drain Line B) to discharge into the existing 48-inch storm drain line that begins at Enterprise Drive and ultimately connects to the existing 48-inch Lexington Drive Storm Drain. Three detention basins, Basins B1, B2, and B3, are proposed in Drainage Area B to reduce the peak runoff from the Buildout Area, utilizing the 0.308 cfs/acre maximum discharge rate as required by the City.

  - **DMA-C** includes approximately 23.08 acres of land, with runoff flows traveling northeast to southwest and discharging to the Lexington Drive Storm Drain, which ultimately discharges to the Katella Avenue Storm Drain. DMA-C is proposed to be approximately 80 percent impervious. Stormwater treatment within DMA-C would be provided through the use of proprietary flow-based biofiltration systems. Alternatively, Basin B1 may treat stormwater before discharging into the Lexington Drive Storm Drain if the final site plan design allows.

  - **DMA-D1** includes approximately 6.38 acres of land, with runoff flows traveling from west to east and discharging to the Lexington Drive Storm Drain, which ultimately discharges to the Katella Avenue Storm Drain. DMA-D1 is proposed to be approximately 80 percent

impervious. Stormwater treatment within DMA-D1 would be provided through the use of proprietary flow-based biofiltration systems. Alternatively, Basin B3 may treat stormwater before discharging into the Lexington Drive Storm Drain if the final site plan design allows.

  - **DMA-E1** includes approximately 7.31 acres of land, with runoff flows traveling from north to south and discharging to the Lexington Drive Storm Drain, which ultimately discharges to the Katella Avenue Storm Drain. DMA-E1 is proposed to be approximately 80 percent impervious. Stormwater treatment within DMA-E1 would be provided via either Basin B2 or through the use of proprietary flow-based biofiltration systems, ultimately discharging into the Lexington Drive Storm Drain, depending on the final site plan design.

- **Drainage Area C** consists of the central portion of the Buildout Area, between Drainage Area A and Drainage Area B, and includes approximately 61.87 acres of land. Proposed development within Drainage Area C would include single-family residential and medium-family residential, with the remaining portion to be developed with park and recreational uses. Drainage Area C is divided by the proposed Moody Street extension, with stormwater runoff generated to the west of the street extension set to flow northeasterly and runoff produced to the east of the street extension to flow northwesterly. All surface runoff from Drainage Area C would be conveyed via a proposed storm drain line (Storm Drain Line C) to the proposed detention basin, Basin C, in the park area. Depending on the final design considerations of the ultimate buildout condition, Basin C would be designed as either an underground detention system and/or a surface detention basin that would collect and store the 100-year high-confidence storm event runoff volume. The stormwater runoff collected in Basin C would be fully retained during the storm event until the flow in the Cerritos Avenue Storm Drain system has fully subsided. Then, the runoff volume stored in Basin C would be pumped out to the Cerritos Avenue Storm Drain at a rate specified by the maximum conveyance capacity of the line.

  - **DMA-D2** includes approximately 12.63 acres of land and is proposed to be approximately 80 percent impervious. Within DMA-D2, stormwater runoff flows would travel west to east and discharge to Basin C in the proposed park area. As discussed above, the stormwater runoff collected in Basin C would be fully retained during the storm event until the flow in the Cerritos Avenue Storm Drain system has fully subsided. Then, the runoff volume stored in Basin C will be pumped out to the Cerritos Avenue Storm Drain at a rate specified by the maximum conveyance capacity of the line. Stormwater treatment within DMA-D2 would be provided thought the use of proprietary flow-based biofiltration systems. Alternatively, Basin C may treat stormwater if the final site plan design allows.

  - **DMA-E2** includes approximately 19.83 acres of land, with runoff being routed to Basin C within the park area, similar to DMA-D2. DMA-E2 is proposed to be approximately 80 percent impervious. As discussed above, the stormwater runoff collected in Basin C would be fully retained during the storm event until the flow in the Cerritos Avenue Storm Drain system has fully subsided. Then, the runoff volume stored in Basin C will be pumped out to the Cerritos Avenue Storm Drain at a rate specified by the maximum conveyance capacity of the line. Stormwater treatment within DMA-E2 would be provided through the use of

proprietary flow-based biofiltration systems. Alternatively, Basin C may treat stormwater if the final site plan design allows..

- **DMA-F** generally consist of the proposed park area and includes approximately 7.37 acres of land. DMA-F would include the proposed Basin C and would be approximately 80 percent impervious. Similar to DMAs-D2 and E2, stormwater runoff flows within DMA-F would discharge to Basin C in the proposed park area and be treated by either Basin C or through the use of proprietary flow-based biofiltration systems, depending on the final site plan design.

- **DMA-G1** includes approximately 18.71 acres of land, with runoff flows draining towards the proposed park area and Basin C. DMA-G1 is proposed to be approximately 80 percent impervious. Stormwater treatment within DMA-G1 would be provided via either Basin C in the proposed park area or through the use of proprietary flow-based biofiltration systems, depending on the final site plan design.

- **DMA-G2** includes approximately 1.94 acres of land, with runoff flows discharging to Basin A3 and ultimately to the Katella Avenue Storm Drain. DMA-G2 is proposed to be approximately 80 percent impervious. Stormwater treatment within DMA-G2 would be provided via either Basin A3 or through the use of proprietary flow-based biofiltration systems depending on the final site plan design.

- **DMA-S1** includes approximately 1.74 acres of the proposed Moody Street extension and would be approximately 90 percent impervious. Within DMA-S1 runoff flows would travel from south to north and would be treated through the use of proprietary flow-based biofiltration systems. Once treated, stormwater would be routed to Basin C for detention and subsequent discharge to the Cerritos Avenue Storm Drain.

- **DMA-S2** includes approximately 1.60 acres of the proposed Moody Street extension and would be approximately 90 percent impervious. Within DMA-S2 runoff flows would travel from south to north and would be treated through the use of proprietary flow-based biofiltration systems. Once treated, stormwater would be routed to Basin C for detention and subsequent discharge to the Cerritos Avenue Storm Drain.

Drainage Area A also includes DMA-S4 and DMA-8. DMA-S4 encompasses approximately 0.23 acre of the proposed Vessels Circle extension and a portion of the land already developed as part of the Melia Homes, Belmont residential project. Within DMA-S4, the existing drainage pattern would be maintained, and runoff flows would be captured and treated via a proprietary flow-based biofiltration system and discharged to the proposed storm drain line in the proposed Vessels Circle extension (Storm Drain Line A) and ultimately the Walker Street Storm Drain.

Approximately 11.57 acres of Drainage Area A is comprised of a portion of the Grace Church property and a portion of the existing race track that will be transferred by LARC to Grace Church as part of the land swap (Lot 8, per separate agreement and as depicted in the Vesting Tentative Tract Map [VTTM]). DMA-8 includes approximately 4.18 acres of Lot 8 that would be owned by Grace Church as part of this land swap deal. This portion of the Grace Church property currently discharges

to the eastern race course lake, pursuant to a Declaration of Drainage Easement recorded on November 12, 2010, as Instrument No. 2010 in the Official Records of Orange County, California. As permitted by this easement agreement, the redevelopment of the LARC property would require an alteration in the design of the Grace Church drainage system. To preserve the existing drainage pattern of the Grace Church property, a proposed surface-level detention basin would be graded in Lot 8 (Lot 8 Basin) that intercepts the flows of the existing double 24-inch RCP line from Grace Church. Stormwater runoff within DMA-8 would either be treated via a proprietary flow-based biofiltration system or the Lot 8 Basin, depending on the final site design. The construction of the Lot 8 Basin would be done concurrently or as close to concurrently as feasible with the redevelopment of any portion of Lot 7 that would eliminate the use of the eastern race course lake. Discharge from the Lot 8 Basin will be pumped to Storm Drain Line A within Vessels Circle, at a controlled rate of 0.308 cfs/acre of its tributary area during the 100-year storm event. All improvements to Lot 8 related to the Grace Church drainage system would be completed by the project Applicant per the Drainage Easement.

Ultimately, all stormwater from the entire Buildout Area would be discharged to the Los Alamitos Channel, consistent with existing conditions. The proposed on-site storm drain system would be adequately sized to accommodate project generated stormwater runoff and prevent on-site flooding.

As previously discussed, operation of the proposed project has the potential to introduce pollutants to the adjacent storm drain system from the proposed on-site uses. However, as specified in **Regulatory Compliance Measure HYD-3**, permanent operational BMPs that target and reduce pollutants of concern in stormwater runoff would be implemented and maintained throughout the life of the proposed project. **Regulatory Compliance Measure HYD-3** is an existing NPDES requirement with which the project is required to comply. **Regulatory Compliance Measure HYD-3** would prevent substantial additional sources of polluted runoff being discharged to the storm drain system through implementation of operational BMPs to target pollutants of concern in runoff from the Buildout Area, as discussed in more detail above under Thresholds 4.10.4, 4.10.5, and 4.10.15.

The Drainage Report (**Appendix H-1**) prepared for the proposed project evaluated the hydrologic and hydraulic conditions of the City-owned drainage facilities, as well as proposed Capital Improvement Projects that improve the existing storm drain system deficiencies. The drainage facilities that the proposed project would discharge to are the Cerritos Avenue Storm Drain, the Katella Avenue Storm Drain, and the Lexington Drive Storm Drain, which are tributary to the Katella Avenue Storm Drain. According to the City's Master Plan of Drainage[37] (City MPD), the existing Cerritos Avenue Storm Drain is severely deficient to convey the flows of the regional watershed. However, the downstream 60-inch Cerritos Avenue Storm Drain line is recommended to be improved to a 6-foot by 4-foot reinforced concrete box (RCB) as part of the City's Capital Improvement Projects. The Drainage Report determined that due to its limited capacity, the proposed project would not be discharged to the Cerritos Avenue Storm Drain during the 25-year high confidence (100-year expected value) storm event. The proposed Basin C within Drainage Area C would hold the 100-year high confidence storm event volume on site and slowly release stormwater via a pump system once the storm event peak flows have passed, similar to the

[37] City of Cypress. 2007. *Master Plan of Drainage*. May.

historical existing condition. Because the Cerritos Avenue Storm Drain line is recommended to be improved as part of the City's Capital Improvement Projects, no other improvements are required as part of the proposed project.

The City MPD did not make any recommendations for improvements to the Katella Avenue Storm Drain, and it did not analyze this storm drain system. However, the Drainage Report determined the storm drain system to be severely deficient, lacking the capacity to convey the existing 25-year high confidence flows. Development within the Buildout Area would need to reduce the flows discharged to the Katella Avenue Storm Drain based on the storm drain's capacity. As discussed above, the proposed basins within Drainage Area A and Drainage Area C would reduce the peak runoff by approximately 72 percent before discharging into the Katella Avenue Storm Drain, which would improve the downstream system hydraulic conditions and reduce current deficiencies within the system. Therefore, implementation of the proposed project would not adversely affect the downstream receiving systems.

According to the City MPD, the Lexington Drive Storm Drain is considered sufficient under its current conditions. With the proposed basins within Drainage Area B, the proposed project would match or reduce the peak discharge to this storm drain line when compared to the existing condition. Therefore, the proposed project would have no adverse effects on the downstream receiving systems.

Based on the results of the Drainage Report, the proposed project would not adversely affect the downstream receiving drainage facilities. The hydrology and hydraulics of all adjacent drainage facilities were analyzed under their existing and proposed conditions, and appropriate design strategies and project design features are proposed to maintain and improve the downstream hydraulic capacity of the storm drain facilities.

With implementation of the proposed storm drain systems and detention system, operational impacts related to a substantial increase in the rate or amount of surface runoff, flow, and volume that would result in flooding would be less than significant. In addition, operational impacts related to creation or contribution of runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff would be less than significant, and no mitigation is required.

Furthermore, all future physical improvements within the Buildout Area would be required to demonstrate that proposed drainage improvements would be sized appropriately to accommodate any potential increase in flow so that on-site flooding would not occur. Future development projects would also be subject to separate environmental reviews on a project-specific basis, in accordance with the provisions of CEQA.

In addition, future projects facilitated by the proposed project would be evaluated for site-specific impacts to hydrology and water quality and would include appropriate mitigation (as necessary) to address impacts related to violation of water quality standards or waste discharge requirements or degradation of water quality. Furthermore, the Buildout Area is comprised of parcels with existing development or parcels that have been previously graded such that there are no streams or rivers traversing any portion of the Buildout Area. Therefore, implementation of the proposed project

would result in a less than significant impact related to substantially altering the drainage pattern of the Buildout Area in a manner that would result in flooding on- or off-site, exceeding the capacity of the adjacent stormwater drainage systems, or providing substantial additional sources of polluted runoff with adherence to **Regulatory Compliance Measure HYD-3**. In addition, with adherence to **Regulatory Compliance Measure HYD-3**, implementation of the proposed project would not create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes. Impacts would be less than significant, and no mitigation is required.

4.10.6.4 Flooding Impacts

Threshold 4.10.7: Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Threshold 4.10.8: Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

***No Impact*.** The Buildout Area is not located within a 100-year floodplain. According to FEMA FIRM No. 06059C0116J (December 3, 2009), the Buildout Area is located within Zone X, which comprises areas of 0.2 percent annual chance flood (500-year flood). As the Buildout Area is not located within a 100-year floodplain, the proposed project would not place housing or structures within a 100-year flood hazard area. No impact, during either construction or operation of the proposed project, would occur.

Threshold 4.10.9: Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

***Less Than Significant Impact*.** The Buildout Area is not located within the inundation zone of a levee; however, it is within the inundation zone of Prado Dam.[38] The functionality of Prado Dam, which was originally designed in the 1930s, was enhanced by Seven Oaks Dam, which was completed in 1999 and is approximately 40 miles upstream on the Santa Ana River. During a flood, Seven Oaks Dam stores water destined for Prado Dam for as long as the reservoir pool at Prado Dam is rising. When the flood threat at Prado Dam has passed, Seven Oaks Dam begins to release its stored flood water at a rate that does not exceed the downstream channel capacity. Working in tandem, the Prado and Seven Oaks Dams provide increased flood protection to Orange County.

Prado Dam is maintained and inspected to ensure its integrity and to ensure that risks are minimized. The USACE Dam Safety Program re-rated the dam to be a high urgency (DSAC Rating II) and was scheduled to undergo modification to the existing spillway in 2021 to address safety concerns.[39] In addition, construction of the Santa Ana River Mainstem Project was initiated in 1989,

[38] City of Anaheim. 2022. Be Ready Anaheim – Know the Hazards. May 18. Website: https://gis.anaheim.net/portal/apps/experiencebuilder/experience/?id=18a98741d67f49ccb4021813182688be&page=Be-Ready-Anaheim&views=Dam-Inundation (accessed March 2026).

[39] City of Anaheim. 2022. *Local Hazard Mitigation Plan.* May 18.

and is scheduled for completion in 2025.[40] The Santa Ana River Mainstem Project will increase levels of flood protection to more than 3.35 million people in Orange, San Bernardino, and Riverside Counties. Improvements to 23 miles of the Lower Santa Ana River channel, from Prado Dam to the Pacific Ocean, are 95 percent complete, with the remaining bank protection improvements in Yorba Linda currently under construction. Improvements to the Santa Ana River channel include construction of new levees and dikes. In addition, the Santa Ana River Mainstem Project includes improvements to Prado Dam that are currently underway and are estimated to be completed in 2025. The Prado Dam embankment has been raised, and the outlet works have been reconstructed to convey additional discharges. Remaining improvements to Prado Dam include acquisition of additional land for the expansion of the Prado Reservoir, construction of protective dikes, and raising of the spillway.[41] Another project currently underway behind the dam includes the Alcoa Aluminum Plant Dike, which is anticipated to protect several neighboring properties along Rincon Road in the City of Corona from a 190-year flood event. Generally, there is water impounded behind the dam during most of the year, but the reservoir can be empty during drought events.[42]

Although the proposed project would facilitate the construction of new structures in a dam inundation zone, the proposed project would not increase the chance of inundation from failure of Prado Dam. Additionally, the potential for dam failure is remote and the City's emergency evacuation plans would be implemented if the dam were susceptible to rupture during heavy rain or other events. Therefore, proposed project impacts related to the exposure of people and structures to significant risk associated with flooding as a result of dam failure would be less than significant, and no mitigation is required.

Threshold 4.10.10: Would the project be subject to inundation by seiche, tsunami, or mudflow?

***No Impact*.** The Buildout Area is relatively flat and not at risk of mudflow. The Buildout Area is also not located in an area mapped by the California Emergency Management Agency as being potentially inundated by a tsunami.[43] Seiches are waves that are created in an enclosed body of water such as a bay, lake, or harbor and go up and down or oscillate and do not progress forward like standard ocean waves. There are no enclosed bodies of water within 3 miles of the Buildout Area. Due to the distance from the nearest enclosed body of water to the Buildout Area, the Buildout Area is not in a seiche hazard zone. Therefore, no impact from inundation by seiche, tsunami, or mudflow would occur.

4.10.6.5 Impacts from Increased Impervious Surfaces

Threshold 4.10.14: Would the project result in increased impervious surfaces and associated increased runoff?

[40] Santa Ana River Flood Protection Agency (SARFPA). 2023. *SARFPA Executive Committee Meeting Minutes.* September 28.
[41] Ibid.
[42] City of Anaheim. 2022. *Local Hazard Mitigation Plan.* May 18.
[43] California Department of Conservation (DOC). 2022. *Solano County Tsunami Hazard Areas.* Website: https://www.conservation.ca.gov/cgs/tsunami/maps/solano (accessed March 2026).

***Less Than Significant Impact*.** According to the PWQMP prepared for the proposed project, implementation of the proposed project would increase the amount of impervious surface area within the Buildout Area by 11 percent, from approximately 78.02 acres (59 percent) to approximately 92.39 acres (70 percent), which would increase stormwater runoff within the Buildout Area. However, as discussed under Thresholds 4.10.4, 4.10.5, and 4.10.15, the proposed project would include an on-site stormwater system and detention facilities in order to control the increase in runoff within the Buildout Area such that no flooding, on- or off-site, would occur and the capacity of the downstream stormwater facilities would not be exceeded. Therefore, impacts would be less than significant, and no mitigation is required.

4.10.6.6 Impacts on Impaired Water Bodies

Threshold 4.10.16: Would the project be tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired?

***Less Than Significant Impact*.** According to the PWQMP, receiving waters for the Buildout Area include the Cerritos Avenue Storm Channel, the Katella Avenue Storm Channel, the Los Alamitos Channel, the Bolsa Chica Channel, the San Gabriel River (Reach 1), the San Gabriel River Estuary, San Pedro Bay (near/off-shore zones), Huntington Harbor, Anaheim Bay, and Alamitos Bay. According to the most recent USEPA approved 302(d) list (2024), the Bolsa Chica Channel is impaired for ammonia, indicator bacteria, and pH, Huntington Harbor is impaired for chlordane, copper, indicator bacteria, lead, PCBs, and toxicity, and Anaheim Bay is impaired for nickel, PCBs, and toxicity. The most recent USEPA approved 203(d) list (2024) does not list any impairments for San Gabriel River (Reach 1), Alamitos Bay, and San Pedro Bay (near/offshore zones).[44]

Construction. As discussed above, construction of the proposed project has the potential to introduce pollutants to the storm drain system from erosion, siltation, and accidental spills. During construction activities, excavated soil would be exposed and there would be an increased potential for soil erosion and sediment to reach downstream receiving waters, which could result in decreases in dissolved oxygen levels. During construction activities, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked. Therefore, construction has the potential to contribute to the temperature and pH impairments. Leaks from grading and earthmoving equipment are sources of chemicals, liquid products, and petroleum products if the equipment leaks and could contribute to the metals (nickel and copper) and pH impairments in downstream receiving waters. If concrete-related wastes are spilled or leaked, they could affect the pH of downstream receiving waters. Temporary or portable sanitary facilities provided for construction workers could be a source of sanitary waste and contribute to downstream indicator bacteria impairments. However, sanitary waste generated from temporary or portable sanitary facilities would be disposed of in compliance with all applicable regulations. Project construction would not involve use of dioxin, which was banned in the United States in 1979. Therefore, construction of the proposed project would not contribute to the dioxin impairment.

[44] State Water Resources Control Board (SWRCB). 2024. *2024 California Integrated Report.* Website: https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2024-integrated-report.html (accessed April 2025).

As discussed under Thresholds 4.10.1, 4.10.6, 4.10.11, 4.10.12, and 4.10.18 and required by **Regulatory Compliance Measure HYD-1**, the proposed project would be required to comply with the requirements of the Construction General Permit as construction of future development facilitated by the proposed project is anticipated to disturb greater than 1 acre of soil. However, as the specific design and sequencing of future development projects cannot be determined at this time, future projects may disturb less than 1 acre of soil and the Construction General Permit would not be applicable. If construction of future development associated with the proposed project would disturb less than 1 acre of soil and is not a part of a larger common plan, those projects would be required to comply with Section 4.106 of the CALGreen Code during construction. As specified in **Regulatory Compliance Measure HYD-1**, compliance with the Construction General Permit requires preparation of a SWPPP to identify construction BMPs to be implemented during project construction to reduce impacts to water quality and compliance with Section 4.106 of the CALGreen Code requires implementation of BMPs to prevent flooding and erosion and to retain sediment on site. Construction BMPs would include, but not be limited to, Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site, as well as Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. In addition, during construction period groundwater dewatering, **Regulatory Compliance Measure HYD-2** would ensure that pollutants are not introduced to receiving waters and that water quality standards and waste discharge requirements are met. Therefore, compliance with all applicable federal, state, and local regulations including **Regulatory Compliance Measures HYD-1 and HYD-2**, potential construction impacts related to an increase in pollutants for which the receiving waterbody is already impaired as listed on the CWA Section 303(d) list would be less than significant, and no mitigation is required.

Operation. During operation, expected pollutants of concern include suspended solids, nutrients, heavy metals, pathogens, pesticides, oil and grease, toxic organic compounds, and trash and debris. Pets utilizing the landscaped areas would be a potential source of pathogens (e.g., fecal matter) which could contribute to the indicator bacteria and dissolved oxygen impairment. Vehicles operating within the Buildout Area could be a source of heavy metals (nickel and copper) if not properly maintained. Proper maintenance would minimize the potential for leaks or spills of oils, fuels, and other contaminants. Therefore, while there is the potential for operational pollutants to contribute to the indicator bacteria, nickel, copper, pH, and temperature impairments in receiving waters, project operation would not involve the use of dioxin. All activities would be conducted in accordance with applicable federal, state, and local regulations and the operations would not contribute to the pollutant impairment.

As specified in **Regulatory Compliance Measure HYD-3**, operational water quality BMPs would be implemented and maintained during operation to target and reduce pollutants in stormwater runoff from the Buildout Area prior to discharge to receiving waters. The Source Control and LID BMPs specified in the PWQMP would target and reduce pollutants in stormwater runoff from the Buildout Area, including those contributing to downstream water quality impairments. Therefore, compliance with **Regulatory Compliance Measure HYD-3**, potential operational impacts related to an increase in pollutants for which the receiving waterbody is already impaired as listed on the CWA Section 303(d) list would be less than significant, and no mitigation is required.

4.10.6.7 Impacts on Environmentally Sensitive Areas

Threshold 4.10.17: Would the project be tributary to other environmentally sensitive areas? If so, can it exacerbate already existing sensitive conditions?

***Less Than Significant Impact*.** According to the Orange County MS4 Permit, Environmentally Sensitive Areas are areas such as those designated as Areas of Special Biological Significance (ASBS) or waterbodies listed on the CWA Section 303(d) list of impaired waters. The Buildout Area is not tributary to an ASBS.[45] As discussed above, compliance with **Regulatory Compliance Measures HYD-1, HYD-2, and HYD-3**, the proposed project would not result in an increase in pollutants for which the receiving waterbody is already impaired as listed on the CWA Section 303(d) list. Therefore, the proposed project would not exacerbate already existing sensitive conditions in receiving waters listed on the CWA Section 303(d) list of impaired waters. Impacts would be less than significant, and no mitigation is required.

Threshold 4.10.21: Would the project impact aquatic, wetland, or riparian habitat?

***Less Than Significant with Mitigation Incorporated*.** As discussed in Section 4.4, Biological Resources, no riparian habitat currently exists within the Buildout Area. However, five potential jurisdictional water resources currently exist within the Buildout Area, including three artificial ponds, one drainage feature, and one detention basin. The three artificial ponds are located within the LARC racetrack area and are manmade. As such, the ponds are hydrologically isolated and not subject to regulation by the USACE. However, these ponds still have the potential to be regulated by the Santa Ana RWQCB under the State Porter-Cologne Water Quality Control Act and by the California Department of Fish and Wildlife (CDFW) under Section 1600 of the Fish and Game Code. In addition, the field survey performed as part of the Biological Resources Assessment (BRA) (**Appendix C**) indicated that the ponds contained hydrophytic vegetation along portions of their shoreline, including species that would be considered wetland indicators. Therefore, these portions of the ponds may be classified as wetlands under the Santa Ana RWQCB's jurisdiction.

The existing detention basin is located along the southern Buildout Area boundary, at the northwest corner of the existing residential development located south of the Buildout Area, and the existing drainage feature extends east from this detention basin. The drainage feature originates from a culvert beneath the road just northwest of the existing parking lot. This drainage is an ephemeral, earthen bottom drainage created to carry stormwater. Sparse ruderal vegetation was observed within this drainage area. Therefore, the drainage is expected to be regulated by the Santa Ana RWQCB and CDFW; however, the BRA did not determine if it would be regulated by the USACE. The detention basin is a manmade basin entirely lined with polyethylene created to capture flows and appears to divert accumulated water into the adjacent drainage that terminates into an underground drain system. Similar to the drainage feature, the detention basin is expected to be regulated by the Santa Ana RWQCB and CDFW; however, the BRA did not determine if it would be regulated by the USACE.

[45] State Water Resources Control Board (SWRCB). 2017. California's Areas of Special Biological Significance. Website: https://www.Waterboards.ca.gov/water_issues/programs/ocean/asbs_map.shtml (accessed March 2026).

According to the BRA, if impacts to these features are expected, regulatory permits may be required, including those under Section 404 of the CWA as administered by the USACE, the Water Quality Certification under Section 401 of the CWA or Waste Discharge Requirements under the Porter-Cologne Water Quality Control Act as administered by the Santa Ana RWQCB, or the Streambed Alteration Agreement under Section 1602 of the California Fish and Game Code as administered by CDFW, as detailed in **Mitigation Measure BIO-1 i**n Section 4.4. Therefore, with implementation of **Mitigation Measure BIO-1**, potential impacts on aquatic, wetland, or riparian habitat with implementation of the proposed project would be less than significant.

4.10.6.8 Impacts on Groundwater Quality

Threshold 4.10.19: **Would the project have a potentially significant adverse impact on groundwater quality?**

Threshold 4.10.20: **Would the project cause or contribute to an exceeded applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?**

***Less Than Significant Impact*.** As discussed above, the Geotechnical Investigation indicated that groundwater within the Buildout Area has a historic groundwater depth of less than 10 feet below ground surface. Based on exploratory borings performed as part of the Geotechnical Investigation, groundwater within the Buildout Area is shallow, ranging from approximately 5 to 12.5 feet below ground surface. Because of the presence of shallow groundwater, it is likely that groundwater dewatering would be required during excavation activities. Although groundwater dewatering would be required, dewatered groundwater would be discharged to the storm drain system rather than back into groundwater and therefore would not introduce pollutants to groundwater. Infiltration of stormwater has the potential to affect groundwater quality in areas of shallow groundwater. However, according to the Geotechnical Investigation prepared for the project, the on-site soils are not favorable for infiltration. Specifically, on-site soils are classified as Soil Group C, which have slow infiltration rates when thoroughly wetted and have a slow rate of water transmission. Therefore, minimal infiltration would occur on site during construction and operation. In addition, dewatering activities during excavation and removal of the three artificial lakes would be conducted in accordance with the Construction Dewatering Permit, which requires testing and treatment (as necessary) of water encountered during dewatering prior to release to the storm drain system. As a result, dewatering activities would not introduce pollutants to receiving waters at levels that would violate water quality standards or waste discharge quality, increase pollutant discharge, or alter the quality of the groundwater. Project construction and operation would also not involve groundwater injection. Therefore, construction and operation of the proposed project would not substantially degrade groundwater quality or result in the exceedance of water quality objectives or degradation of beneficial uses, and impacts would be less than significant, and no mitigation is required.

4.10.6.9 Impacts from Stormwater Treatment Control BMPs.

Threshold 4.10.22: **Would the project include new or retrofitted stormwater treatment control Best Management Practices (e.g., water quality treatment basin,**

constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g., increased vectors or odors)?

***Less Than Significant Impact*.** As discussed above, the project would include implementation of operational BMPs to reduce impacts related to hydrology and water quality. Stormwater treatment in the Buildout Area would be provided using proprietary flow-based biofiltration systems. Alternatively, proposed detention basins may treat stormwater before discharging into the City's surrounding storm drain infrastructure, depending on the final site plan design. These BMPs would not result in additional impacts not already evaluated throughout this Draft EIR. These BMPs would be designed and routinely inspected and maintained to reduce impacts related to vectors and odors. Therefore, impacts related to BMPs would be less than significant, and no mitigation is required.

Furthermore, future development facilitated by the proposed project would be required to demonstrate that new or retrofitted stormwater treatment BMPs would not cause significant environmental impacts occur. Future development projects would also be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA. Additionally, a project-specific WQMP would be required that details operational BMP maintenance and inspection plans which would minimize potential odors and vectors. Therefore, impacts related to BMPs would be less than significant, and no mitigation is required.

4.10.7 Level of Significance Prior to Mitigation

Construction and operational impacts related to hydrology and water quality would be less than significant with adherence to **Regulatory Compliance Measures HYD-1 through HYD-3.**

4.10.8 Regulatory Compliance Measures and Mitigation Measures

4.10.8.1 Regulatory Compliance Measures

The following regulatory compliance measures are existing federal, state, and local regulations applicable to the proposed project and are considered in the analysis of potential impacts related to hydrology and water quality. Because these requirements are established by federal, state, and local law, they do not constitute CEQA mitigation measures.

Regulatory Compliance Measure HYD-1

Construction General Permit. If construction of future projects associated with the proposed project would disturb greater than 1 acre of soil, prior to commencement of construction activities within the proposed Buildout Area, the Construction Contractor shall obtain coverage under the National Pollutant Discharge Elimination System (NPDES) *General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities,* Order WQ 2022-0057-DWQ, NPDES No. CAS000002 (Construction General Permit), or any other subsequent permit. This shall include submission of Permit Registration

Documents, including permit application fees, a Notice of Intent (NOI), a risk assessment, a site plan, a Stormwater Pollution Prevent Plan (SWPPP), a signed certification statement, and any other compliance-related documents required by the permit, to the State Water Resources Control Board via the Stormwater Multiple Application and Report Tracking System (SMARTS). Construction activities shall not commence until a Waste Discharge Identification Number is obtained for the project from the SMARTS and provided to the Director of Public Works for the City of Cypress, or designee, to demonstrate that coverage under the Construction General Permit has been obtained. Project construction shall comply with all applicable requirements specified in the Construction General Permit, including but not limited to, preparation of a SWPPP and implementation of construction site best management practices (BMPs) to address all construction-related activities, equipment, and materials that have the potential to impact water quality for the appropriate risk level identified for the project. The SWPPP shall identify the sources of pollutants that may affect the quality of storm water and shall include BMPs (e.g., Sediment Control, Erosion Control, and Good Housekeeping BMPs) to control the pollutants in storm water runoff. Upon completion of construction activities and stabilization of the Buildout Area, a Notice of Termination (NOT) shall be submitted via SMARTS.

If construction of future projects associated with the proposed project would disturb less than 1 acre of soil, prior to commencement of construction activities within the Buildout Area, the Construction Contractor shall provide evidence that project construction would comply with Section 4.106 of the 2019 California Green Building Standards Code (CALGreen Code). Section 4.106 of the CALGreen Code requires implementation of BMPs to prevent flooding and erosion and to retain sediment on site (e.g., Sediment Control, Erosion Control, and Good Housekeeping BMPs).

Regulatory Compliance Measure HYD-2

Construction Dewatering Permit. If groundwater dewatering is required during excavation activities, the Applicant/City shall obtain coverage under the *General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimis) Threat to Water Quality*, Order No. R8-2020-0006, NPDES No. CAG998001 (Construction Dewatering Permit). This shall include submission of a Notice of Intent (NOI) for coverage under the permit to the Santa Ana Regional Water Quality Control Board (RWQCB) at least 45 days prior to the start of dewatering. Groundwater dewatering activities shall comply with all applicable provisions in the permit, including water sampling, analysis, treatment (if required), and reporting of dewatering-related discharges. Upon completion of groundwater dewatering activities, a Notice of Termination shall be submitted to the Santa Ana RWQCB.

Regulatory Compliance Measure HYD-3

Orange County MS4 Permit/City Municipal Code. Prior to issuance of a grading permit for future projects associated with the proposed project, the future project Applicant shall prepare and submit a final project-specific water quality management plan (WQMP) to specify BMPs that would be implemented to capture, treat, and reduce pollutants of concern in stormwater runoff in compliance with the Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County, Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062 (Orange County MS4 Permit), Orange County Drainage Area Management Plan (DAMP), and the City of Cypress Local Implementation Plan (LIP). The WQMP shall also incorporate the results of the Final Hydrology and Hydraulic Analyses to demonstrate that the bioretention facilities meet the hydromodification requirements of the Orange County MS4 Permit and Chapter 13-23 of the Cypress Municipal Code. The City Engineer/Public Works Director, or designee, shall ensure that the

BMPs specified in the WQMP are incorporated into the final project design of future projects associated with the proposed project.

4.10.8.2 Mitigation Measures

Future development facilitated under the proposed project would be required to implement the following Mitigation Measures.

Mitigation Measure BIO-1 Jurisdictional Delineation. *(See Section 4.4, Biological Resources)*

4.10.9 Level of Significance after Mitigation

The proposed project would not result in significant impacts related to hydrology and water quality, and no mitigation is required.

4.10.10 Cumulative Impacts

For the cumulative analysis related to hydrology and water quality, the cumulative projects being considered include the related projects within the same watershed as the proposed project (i.e., the San Gabriel River Watershed) and/or discharging to the same storm drain systems as the proposed project. Cumulative development in the San Gabriel River Watershed is a continuation of the existing urban pattern of development that has already resulted in extensive modifications to watercourses in the area. The area's watercourses have been channelized, and drainage systems have been put into place to respond to the past urbanization that has occurred in this area. For the cumulative analysis related to hydrology and water quality, the cumulative projects being considered include the related projects listed in **Table 4.A: Summary of Related Projects** and shown in **Figure 4.1: Related Projects**, in Chapter 4.0, Existing Setting. These related projects are within the same watershed as the proposed project (i.e., the San Gabriel River Watershed) and/or discharge to the same storm drain systems as the proposed project (i.e., the Cerritos Avenue Storm Drain, Katella Avenue Storm Drain, and Lexington Drive Storm Drain).

In addition, projects in the City also require the preparation and approval of a hydrology study would be required to determine the hydrologic control required to minimize increases in runoff from each site, so the projects are consistent with the PWQMP and Drainage Report and do not exceed existing conditions or result in hydromodification impacts. In addition, the City would review all development projects on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available. According to the City's Master Plan of Drainage[46] (City MPD), the existing Cerritos Avenue Storm Drain is severely deficient to convey the flows of the regional watershed. However, the downstream 60-inch Cerritos Avenue Storm Drain line is recommended to be improved to a 6-foot by 4-foot RCB as part of the City's Capital Improvement Projects. In addition, the Drainage Report determined the Katella Avenue Storm Drain system to be severely deficient, lacking the capacity to convey the existing 25-year high confidence flows.

[46] City of Cypress. 2007. *Master Plan of Drainage*. May.

As discussed above and provided in the PWQMP and Drainage Report prepared for the proposed project, the proposed project would include the construction of new stormwater infrastructure to address the stormwater runoff from the Buildout Area with implementation of the proposed project and improve existing deficient conditions. Specifically, the proposed project includes the construction of a proposed storm drain line in the proposed Moody Street and Vessels Circle extensions (Storm Drain Line A), a proposed storm drain line within Drainage Area B (Storm Drain Line B), and a proposed storm drain line within Drainage Area C (Storm Drain Line C). Storm Drain Line A would begin in Vessels Circle as a 24-inch RCP and would flow east to west towards Moody Street. Along Moody Street, Storm Drain Line A would increase in size to a 36-inch storm drain system that would connect to the existing 39-inch Katella Avenue Storm Drain. The Moody Street extension would also include the construction of catch basin inlets that will ensure no surface runoff from the proposed street will spill onto Katella Avenue as it would in the existing condition. In addition, the proposed detention basins would be designed to hold the 100-year high confidence storm event volume on site and slowly release stormwater via a pump system once the storm event peak flows have passed in order to ensure that discharges to the Cerritos Avenue, Katella Avenue, and Lexington Drive Storm Drain systems would not be adversely effected by stormwater from the Buildout Area.

Each related project must also consider impaired receiving waters and TMDLs for receiving waters. The TMDL program is designed to identify all constituents that adversely affect the beneficial uses of water bodies and then identify appropriate reductions in pollutant loads or concentrations from all sources so that the receiving waters can maintain/attain the beneficial uses in the Basin Plan. Thus, by complying with TMDLs, a project's contribution to overall water quality improvement in the San Gabriel River Watershed in the context of the regulatory program is designed to account for cumulative impacts.

Regional programs and BMPs such as TMDL programs and the MS4 Permit Program have been designed under an assumption that the San Gabriel River Watershed would continue its pattern of urbanization. The regional control measures contemplate the cumulative effects of proposed development. The proposed project would be required to comply with the requirements of the Construction General Permit or Section 4.106 of the CALGreen Code and the Orange County MS4 Permit and implement construction and operational BMPs to reduce pollutants in stormwater runoff. Compliance with these regional programs and permits constitutes compliance with programs intended to address cumulative water quality impacts. As stated above, each related project would be required to develop a SWPPP, a WQMP, and a hydrology study, and would be evaluated individually to determine appropriate BMPs and treatment measures to reduce impacts to surface water quality and hydrology.

Many City storm drain systems, including the Katella Avenue Storm Drain, Cerritos Avenue Storm Drain, and Walker Street Storm Drain systems, are deficient. Other related projects that would discharge stormwater to the same storm drain systems as the proposed project would have the potential to result in a cumulative impact related to storm drain capacity and flooding. As discussed above, the proposed project includes new stormwater infrastructure that would address the stormwater runoff from the Buildout Area with implementation of the proposed project and improve existing deficient conditions. Therefore, the proposed project would improve stormwater

infrastructure conditions at the Buildout Area and in the surrounding area. In addition, each individual project would be required to prepare a hydrology study. The hydrology study would be required to demonstrate that the project would reduce stormwater discharge at or below that allowed by the City for the individual project site. The City has established discharge requirements for each property within its jurisdiction. As those properties are developed or redeveloped, the projects are required to reduce stormwater runoff from the property to meet the runoff restriction established by the City. The runoff restriction ensures that as development and redevelopment within the City continues, stormwater discharged to the existing storm drain system will continue to be reduced, lessening the existing storm drain capacity deficit. Because the proposed project includes an on-site detention system that would be adequately sized and designed to reduce flow to the receiving storm drain systems, the project would not contribute to the existing storm drain capacity deficit.

Further, some of the related projects identified in **Table 4.A** have undergone environmental review pursuant to CEQA, which included an analysis of potential impacts related to hydrology and water quality. According to the EIRs prepared for the Shae Properties Mixed Use Development Project (Related Project 1), Melia Homes-Citrus Square Project (Related Project 2), and the Los Alamitos Medical Center Project (Related Project 7), impacts hydrology and water quality would be less than significant with implementation of construction and operational BMPs in compliance with local ordinances and plans adopted to comply with requirements of the various NPDES permits. Further, the EIRs determined that cumulative impacts related to hydrology and water quality would be less than significant. In addition, Goodman Commerce Center Project (Related Project 3) was analyzed in an Initial Study/Mitigated Negative Declaration (IS/MND), which determined that all impacts related to hydrology and water quality would also be less than significant with implementation of construction and operational BMPs and compliance with local ordinances and plans adopted to comply with requirements of the various NPDES permits. The Sycamore Creek Charter School Project (Related Project 6) and 4562 Katella Avenue Project (Related Project 8) were determined to be exempt from CEQA review under Section 15332 of the *State CEQA Guidelines* (for infill development) and Notices of Exemption (NOEs) were prepared. In order for a project to be exempt under Section 15332 of the *State CEQA Guidelines*, the project site must not result in impacts related to hydrology and water quality. As such, development of the related projects in combination with the proposed project would not result in significant impacts related to hydrology and water quality. The LTP Modern Machine Project (Related Project 5) and 8561 Belmont Street Project (Related Project 4) would also be required to undergo environmental review pursuant to CEQA, which would include an analysis of potential impacts related to hydrology and water quality and the identification of any mitigation measures to reduce potential impacts, if necessary, and compliance with existing regulations, including the NPDES program.

Each related project would be required to include construction and operational BMPs to reduce impacts to water quality and hydrology in compliance with local ordinances and plans adopted to comply with requirements of the various NPDES permits, similar to the proposed projects. Specifically, projects that disturb 1 acre or more of soil must comply with the requirements of the Construction General Permit and related projects that disturb less than 1 acre of soil and are not a part of a larger common plan would be required to comply with Section 4.106 of the CALGreen Code. The preparation and approval of a SWPPP (as required by the Construction General Permit)

and incorporation of construction BMPs (as detailed in the SWPPP or required by Section 4.106 of the CALGreen Code) would be required for each related project to determine appropriate BMPs to minimize water quality impacts during construction. Related projects that qualify as priority projects as outlined in the Orange County MS4 Permit would be required to comply with the requirements of the Orange County MS4 Permit, the Orange County DAMP, and the City's LIP, including the preparation of a project-specific water quality management plan (WQMP) to specify BMPs that would be implemented to capture, treat, and reduce pollutants of concern in stormwater runoff.

In summary, because the proposed project and other related projects would comply with applicable NPDES requirements and would include BMPs and drainage facilities to reduce the volume of stormwater runoff and pollutants of concern in stormwater runoff, the cumulative hydrology and water quality impacts of the proposed project and the related projects would be less than significant. Therefore, the proposed project's incremental hydrology and water quality impacts would not be cumulatively considerable.

This page intentionally left blank

4.11 LAND USE AND PLANNING

This section analyzes the potential for the Specific Plan 3.0 Buildout Project (proposed project) to result in impacts related to land use and planning. The analysis in this section evaluates whether the proposed project would physically divide an established community and whether the proposed project would conflict with any land use plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect. This section also evaluates the proposed project's consistency with other applicable planning documents as they relate to specific topical sections within Chapter 4.0, Existing Setting.

4.11.1 Scoping Process

The City of Cypress (City) received six comment letters during the public review period of the Notice of Preparation (NOP). For copies of the NOP comment letters, refer to **Appendix A** of this Draft Environmental Impact Report (Draft EIR). No comment letters included comments related to land use and planning.

4.11.2 Methodology

The determination of whether the proposed project conflicts with any applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect is based upon a review of plans, policies, and regulations that are applicable to the Buildout Area. As required by *State CEQA Guidelines* Section 15125(d), the analysis assesses inconsistency with applicable plans. A conflict between a project and an applicable plan is not necessarily a significant impact under CEQA unless the inconsistency will result in an adverse physical change to the environmental that is a "significant environmental effect" as defined by *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 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.

Neither CEQA nor the *State CEQA Guidelines* set forth formal standards for determining whether or not a project is in conflict with an applicable plan; rather, the final determination that a project is in conflict (or consistent) 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.

Under State Planning and Zoning Law (Government Code Section 65000 *et seq.*), strict conformity with all aspects of a plan is not required. Generally, plans reflect a range of competing interests and agencies are given great deference to determine consistency with their own plans. A project should be considered consistent with a general plan or elements of a general plan if it furthers one or more policies and does not obstruct other policies. Office of Planning and Research (OPR), State of California General Plan Guidelines (2017). Given that land use plans reflect a range of competing

interests, a project should be compatible with a plan's overall goals and objectives but need not be in perfect conformity with every plan policy. Put differently, a project is considered consistent if it is not in conflict with the overall intent of the plan and would not preclude the attainment of its primary goals.

4.11.3 Existing Environmental Setting

4.11.3.1 Geographical Setting

The Buildout Area is located in the southern portion of the City of Cypress, which is located in the northwestern portion of the County of Orange, California. The City is bordered on the north by the cities of La Palma and Buena Park, on the east by the cities of Anaheim and Stanton, on the south and west by the city of Los Alamitos, and on the west by the cities of Long Beach, Hawaiian Gardens, and Lakewood. Regional vehicular access to the City is provided via State Route 22 (SR-22), Beach Boulevard (State Route 39 [SR-39]), State Route 91 (SR-91), and Interstates 405 and 605 (I-405 and I-605, respectively).

Incorporated in 1956, the City of Cypress is developed predominantly with residential and commercial land uses as well as community facilities.[1] A period of rapid development followed Cypress' incorporation, which consisted mainly of single-family residential subdivisions. An extensive parks and recreation system and a large employment center in the southern section of the City have also been developed.

4.11.3.2 Existing Land Uses

The Buildout Area is surrounded by a variety of commercial, office, business park, commercial and retail, residential, park and religious uses as shown in **Figure 3-3: Surrounding Land Uses in the Project Description** provided in Chapter 3.0, Project Description, of this Draft EIR. Additionally, the Buildout Area is bounded by W. Cerritos Avenue to the north, several existing commercial and institutional uses along and near Walker Street to the east, Katella Avenue and several existing commercial, retail and residential uses to the south, and Lexington Drive to the west. Immediately northwest of the Buildout Area is Lexington Park, a 9-acre park located at 4600 W. Cerritos Avenue at the southeast corner of the Cerritos Avenue/Lexington Drive intersection. Immediately northeast of the Buildout Area is Grace Church, located at 5100 W. Cerritos Avenue. Southeast of the Buildout Area is the Belmont residential project developed by Melia Homes, which includes only residential uses, and The Square at Cypress developed by Shea Homes, which includes residential, hotel, retail, and service uses, including the Homewood Suites by Hilton located at 5233 Katella Avenue and a Costco Wholesale at 5401 Katella Avenue. Cottonwood Church, located at 4505 Katella Avenue, is located southwest of the Buildout Area, along with the Ovation at Flora Park, a senior housing community, and a commercial center that includes restaurant and commercial services uses, a 24 Hour Fitness, and the Residence Inn Cypress Los Alamitos, at 4931 Katella Avenue. West of Lexington Drive are light industrial, office, and commercial uses.

[1] City of Cypress. 2001. *Introduction to the General Plan*. Website: https://www.cypressca.org/home/showpublisheddocument/662/636123113549170000 (accessed January 22, 2025).

The Specific Plan governs the zoning and land uses allowed within the Buildout Area.[2] The Specific Plan includes six land use districts that permit the development of residential, commercial, retail, restaurant, entertainment and park and recreational uses. As shown on Figure 2-1 (Land Use Plan) of the Specific Plan, the land use districts include a Residential District (46.2 acres), Senior Housing/Medium-Density Residential District (23.1 acres), Mixed-Use (Town Center/HDR) District (24.1 acres), Mixed-Use (Town Center/MDR) (9.5 acres), Medium-Density Residential District (20.7 acres), and Public Park District (20 acres). As shown on Figure 2-2 (Residential Subdistricts) of the Specific Plan, the Residential District has been divided into a Single-Family Detached Subdistrict (19.7 acres) and a Single-Family Attached Subdistrict (27.2 acres); see **Figure 3-4: Specific Plan Land Uses and Allowed Dwelling Units per Acre** in Chapter 3.0, Project Description, of this Draft EIR.

The Specific Plan includes development standards for each land use district that quantify the maximum amount of residential and non-residential development that can occur within a land use district and the overall area governed by the Specific Plan. Within the land use districts that permit residential uses (which includes all of the land use districts other than the Public Park District), the maximum residential densities range from 8 dwelling units/acre (du/ac) to 30 du/ac. The Specific Plan also includes various development restrictions and limitations, infrastructure plans and sustainability guidelines.

The proposed project does not include any proposed amendments or modifications to the adopted Specific Plan. This Draft EIR analyzes programmatically the environmental impacts associated with residential and non-residential development within the Buildout Area based on a reasonably foreseeable buildout scenario, as presented in Chapter 3.0.

4.11.4 Regulatory Setting

The following section describes the federal, State, regional, and local regulatory framework applicable to analyzing potential impacts related to land use and planning from development of the proposed project.

4.11.4.1 Federal Regulations

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

4.11.4.2 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:

[2] See Chapter 3.0, Project Description, for a description of Buildout Area and the Specific Plan Area.

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

Cities and counties in the South Coast Air Quality Management District (SCAQMD) 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.[3]

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 (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 an SCS in their RTP. The SCS provides a plan for meeting the regional emissions reduction targets established by the California Air Resources Board (CARB). 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 2024–2050 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) (Connect SoCal)[4] 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. Connect SoCal is discussed in further detail below in Section 4.11.4.3.

4.11.4.3 Regional Regulations

The City of Cypress is covered by several planning documents and programs that have varying degrees of regulation over uses in the City. The following paragraphs explain regional regulations, plans, and policies applicable to the Buildout Area that is analyzed in this section of the EIR.

Southern California Association of Governments. As discussed above, regional planning in Orange, Los Angeles, Ventura, Riverside, San Bernardino, and Imperial Counties is conducted by SCAG. SCAG

[3] Senate Bill (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."

[4] Southern California Association of Governments (SCAG). 2024. Connect SoCal 2024: The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments. Website: https://scag.ca. gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf (accessed October 2025).

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 Connect SoCal are relevant to the project.

2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal). On April 4, 2024, SCAG adopted Connect SoCal. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The overall vision for Connect SoCal is to chart a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, planning strategies, and the people whose collaboration can improve the quality of life for Southern Californians.

The goals of Connect SoCal fall into four core categories: economy, mobility, environment, and healthy/complete communities. The plan explicitly lays out goals related to housing, transportation technologies, equity, and resilience in order to adequately reflect the increasing importance of these topics in the region, and where possible the goals have been developed to link to potential performance measures and targets. The plan's guiding policies take these goals and focus them, creating a specific direction for plan investments.

The applicable goals of Connect SoCal are outlined in **Table 4.11.C** (provided later in this section).

4.11.4.4 Local Regulations

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

Cypress Town Center and Commons Specific Plan 3.0 (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. In June 2018, the City's voters approved Measure A, which approved the second iteration of the Specific Plan (Specific Plan 2.0). On November 5, 2024, the voters of the City of Cypress approved the Specific Plan pursuant to "Measure S" as part of the Cypress Housing Element Implementation Project (Housing Implementation Project). The Specific Plan superseded and replaced Specific Plan 2.0.

The Specific Plan establishes a comprehensive master plan and regulatory framework for the use and development of approximately 151.4 acres of land in the City, which includes the Buildout Area. The Buildout Area includes the Los Alamitos Race Course (LARC) Property and is generally bounded by Cerritos Avenue to the north, Katella Avenue to the south, and Lexington Drive to the west. The Specific Plan includes development standards for each land use district that quantify the maximum amount of residential and non-residential development that can occur within a land use district and the overall area governed by the Specific Plan.

The Specific Plan's residential districts are intended to accommodate a range of residential densities. 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. 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.

The Specific Plan allows for a variety of non-residential uses aimed at creating a vibrant, mixed-use community hub. Within the Specific Plan area, designated land use districts permit commercial, retail, office, hospitality, and civic or community-serving uses. These non-residential uses are intended to complement residential development by providing services, employment opportunities, and gathering spaces that support daily needs and enhance the quality of life for residents and visitors. The Specific Plan encourages pedestrian-oriented commercial development along key corridors and within central nodes, reinforcing the vision of a connected and active town center. By integrating non-residential uses throughout the planning area, the City of Cypress wants to promote economic vitality, local access to goods and services, and a dynamic public realm consistent with the City's long-range planning goals.

Trails and greenways are envisioned to connect the neighborhoods and provide pedestrian and bike routes to the public parks and town center.

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 City of Cypress General Plan was last comprehensively updated by the City Council in September 2001. 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:

- 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)

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. The City's General Plan Land Use Element contains the following land use categories:

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mobile Home Park
- General and Neighborhood Commercial
- Specific Plan
- Light Industrial
- Business Park
- Community Facilities and Services

Each of these categories establishes allowed land uses and corresponding standards of compliant intensity and density. Intensity is typically more concerned with non-residential uses while density, within the context of land use, measures the residential capacity of land in terms of dwelling units per gross acre.

In addition to standards of development within the City, the General Plan Land Use Element also states various goals, along with policies designed to facilitate the achievement of each goal. The goals and policies outlined in Table 4.11.D of the General Plan are relevant to the proposed project.

City of Cypress Zoning Ordinance. The City of Cypress Zoning Ordinance implements the policies of the Cypress General Plan by classifying and regulating the uses of land and structures within the City. The City's Zoning Ordinance has been adopted to promote and protect the public health, safety, and general welfare of residents while preserving and enhancing the City's aesthetic quality. The City is divided into zoning districts that directly correspond to the land use designations outlined in the Land Use Element of its General Plan. The City's Zoning Ordinance classifies, regulates, restricts, and separates the use of land and structures, regulates and limits the bulk, height, and type of structures in the various zoning districts, and regulates areas of yards and other open areas abutting and between structures, and regulates the density of population.

4.11.5 Thresholds of Significance

The thresholds of significance for land use and planning impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines.* Based on these thresholds, implementation of the proposed project may be deemed to have a significant impact with respect to land use and planning if it would:

Threshold 4.11.1: Physically divide an established community; or

Threshold 4.11.2: 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.

4.11.6 Project Impacts

Potential impacts of the proposed project related to land use and planning are discussed below pursuant to the thresholds established in Section 4.11.5, above.

Threshold 4.11.1: Would the project physically divide an established community?

Less Than Significant Impact. The Buildout Area consists of 134 acres within the boundaries of the Specific Plan. As stated above, the Buildout Area is currently surrounded by a variety of land uses, including commercial, office, business park, retail, park, residential, religious facilities, and mixed-use land uses. The Buildout Area is currently occupied by the Los Alamitos Race Course—a large, single-purpose facility with an expansive footprint, limited access points, and inward-facing operations. The existing operations do not connect the surrounding streets, including Katella Avenue and Cerritos Boulevard as well as Walker Street and Lexington Drive.

This Draft EIR analyzes programmatically the environmental impacts associated with the reasonably foreseeable buildout of the Buildout Area, as presented in **Table 4.11.A: Specific Plan Land Use Plan Summary** below. As described in **Table 4.11.A**, under the proposed project, up to 1,791 residential units and 440,000 square feet of non-residential uses would be developed under the existing Specific Plan.

Table 4.11.A: Specific Plan Land Use Plan Summary

Land Use District	Area (acres)	Maximum FAR[1]	Maximum Residential Units	Maximum Development Capacity (sq ft)
Public Park	18.2[2]	N/A	N/A	N/A
Mixed-Use (Town Center/HDR)	24.1	0.6:1	1,926 (aggregate total for Residential, Senior Housing/Medium-Density Residential, Medium-Density Residential and Mixed-Use Districts)	629,878
Mixed-Use (Town Center/MDR)	9.5	0.6:1		248,292
Residential	46.2	N/A		N/A
Senior Housing/Medium-Density Residential	23.1	N/A		N/A
Medium-Density Residential	20.7	0.6:1		N/A
Roads	9.6	N/A	N/A	N/A
Total Specific Plan 3.0	151.4[4]	--	1,926[3]	879,170

Source: LSA (2025).

[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 FAR allowed on any development parcel is 1.0:1.

[2] The minimum amount of public park space within the area governed by the Specific Plan is 20 acres. In addition to the 18.2 acres of public park space within the Public Park District, a 2-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 would be developed there.

[3] The aggregate total of 1,926 residential units includes the 135 residential units previously developed on the Melia Property. Therefore, an additional 1,791 residential units are allowed in these districts within the Buildable Area.

[4] In preparing VTTM 19247, the acreages for the Land Use Districts and roads within the area governed by the Specific Plan were more accurately calculated, resulting in a slightly reduced total land area of approximately 150.1 acres.

HDR= High-Density Residential
MDR= Medium-Density Residential
N/A = not applicable
SFR= Single-Family Residential
sq ft = square feet
VTTM = Vesting Tentative Tract Map

As shown in **Figure 3-5: Vesting Tentative Map No. 19247** (in Chapter 3.0)**,** the proposed Vesting Tentative Tract Map (VTTM) 19247 divides the Buildout Area and other land currently owned by Grace Church into 14 numbered lots and four lettered lots, lettered A through D. The numbered lots would accommodate the development of residential, non-residential and park and recreational uses. The lettered lots include existing Siboney Street (Lot A), land that would be used to expand a portion of Lexington Drive adjacent to Lot 1 and Lexington Park (Lot B), the further extension of Vessels Circle between Lots 7 and 12 (Lot C) and the extension of Moody Street to connect to Siboney Street (Lot D), with Siboney Street becoming part of Moody Street.

In accordance with the approved Specific Plan, the proposed project evaluated in this Draft EIR includes residential development on Lots 2 through 4, 7 and 10 through 14, non-residential development on Lots 10 through 14, and the development of park and recreational improvements on Lots 1, 5 and 6 (as well as two additional acres within the Specific Plan that will be specified in the future).

Development on Lots 1, 5 and 6 is limited to park and recreational uses. The Public Park District includes 18.2 of specifically identified land, which includes the 9 acres of land that the City has previously developed as Lexington Park following its approval as the Cypress Sports Park Project (State Clearinghouse [SCH] No. 2019089093).

The proposed project does not include any development on Lots 8 and 9. Grace Church owns Lot 9 where its existing church facilities are located. It is anticipated that Grace Church would acquire Lot 8 from LARC in exchange for transferring ownership of Lots 5 and 8 to LARC. Following this anticipated land swap, Grace Church would own Lots 8 and 9, which collectively include approximately 17.55 acres of land that are not located within the Buildout Area. Lots 8 and 9 have been included in VTTM 19247 solely in connection with the contemplated land swap and no development is presently contemplated on those lots by Grace Church.

Additionally, the maximum residential buildout and reasonably foreseeable non-residential buildout of the Buildout Area pursuant to the Specific Plan is shown in **Table 4.11.B: Maximum/Reasonably Foreseeable Project Buildout** below. **Table 4.11.B** reflects the land swap described above and therefore includes Lots 5 and 10 and excludes Lots 8 and 9.

In addition, consistent with the approved Specific Plan, the proposed project evaluated in this Draft EIR assumes the extension of Moody Street from Cerritos Avenue to Katella Avenue, as well as the extension of Vessels Circle from its current western terminus to intersect with the Moody Street extension. The Moody Street extension would traverse the Buildout Area, passing adjacent to Lots 4, 3, 13, and 14 in VTTM 19247, and create a new central north-south corridor, while the extension of Vessels Circle within Lot C would, among other things, provide access to Lots 10 and 11 in VTTM 19247. The proposed project also includes widening of Lexington Drive within Lot B in VTTM 19247, which is consistent with the Specific Plan. Future development within the Buildout Area may require the construction of private driveways, accessways and/or streets that connect to the Moody Street and Vessels Circle extensions and existing public streets adjacent to the Buildout Area. The precise location and size of these internal roadways would be determined during the design process.

Table 4.11.B: Maximum/Reasonably Foreseeable Project Buildout

Lot Number	Specific Plan Land Use District	Lot Size (ac)	Maximum Number of Dwelling Units / Reasonably Foreseeable Non-Residential Floor Area	Maximum Residential Density (du/ac)	Maximum Effective Residential Density (du/ac)
2	Senior Housing/MDR	23.08	404 du	15-20	17.5[1]
3	Residential	27.15	269 du	10	9.9
4	Residential	19.00	141 du	8	7.4
7	Medium-Density Residential	20.66	309 du	15	14.9
10	Mixed-Use (Town Center/MDR)	2.00	29 du	15	14.5
11	Mixed-Use (Town Center/HDR)	1.75	51 du	30	29.1
12	Mixed-Use (Town Center/HDR)	8.86	265 du	30	29.9
13	Mixed-Use (Town Center/HDR)	6.52	195 du	30	29.9
14	Mixed-Use (Town Center/MDR)	7.33	128 du	15-20	17.5*
10-14	Non-Residential	26.6	440,000 sq ft Non-Residential	N/A	N/A
Total					1,791 additional dwelling units 440,000 square feet of non-residential floor area

Source: LSA (2025).

[1] This number of dwelling units per acre is a midpoint between the maximum density for medium-density residential (15 du/ac) and the maximum density for senior housing (20 du/ac) allowed on this lot pursuant to the Specific Plan.

ac = acres
Specific Plan = Cypress Town Center and Commons Specific Plan 3.0
du = dwelling units
du/ac = dwelling units per acre
HDR = High-Density Residential
MDR = Medium-Density Residential
N/A = not applicable
sq ft = square feet

These roadway extensions would significantly improve internal circulation and enhance connectivity between surrounding neighborhoods, commercial areas, and community amenities, helping to integrate the site into the broader urban fabric.

Given the nature of the proposed project, the future buildout of the Buildout Area would improve existing connectivity in the area with the extension of Moody Street and Vessels Circle and would not divide or separate any existing land uses or neighborhoods. The neighboring residential communities would not be separated by the proposed road extensions or proposed buildout of the project. Project implementation would implement the vision of the Specific Plan. The proposed project would not introduce an inconsistency with the existing uses in the surrounding area and would be consistent with all General Plan and zoning designations. Therefore, the proposed project would not result in the physical division of an established community, and no mitigation is required.

In addition, future development applications contemplated within the Buildout Area would also be required to comply with all applicable regulations and standards related to land use and planning. Any future development or redevelopment projects requiring discretionary actions would also be

subject to environmental review, in accordance with the provisions of CEQA and the *State CEQA Guidelines.*

Threshold 4.11.2: 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*.** A project's inconsistency with a plan or policy is considered significant only if the conflict would result in a significant physical environmental impact (per *State CEQA Guidelines* Section 15382). As such, the consistency analysis in this Draft EIR focuses on the relevant land use plans, policies and regulations that were adopted for the purpose of avoiding adverse environmental impact. This section includes an analysis of the project's consistency with Connect SoCal, the City's General Plan, and the City Zoning Ordinance. Please note that this Draft EIR does not include Specific Plan consistency as the proposed project would facilitate the implementation of the Specific Plan.

Connect SoCal. Table 4.11.C: Connect SoCal Consistency Analysis provides a consistency analysis of goals from Connect SoCal that are relevant to the proposed project. To eliminate repetitive policies and focus on key issues, goals that are not relevant to the proposed project are not included in **Table 4.11.C**. As described in **Table 4.11.C**, the proposed project would be consistent with applicable Connect SoCal goals, and no mitigation is required. Furthermore, the proposed project reinforces the stated goals of Connect SoCal, including Connect SoCal's goals to develop, connect and sustain communities that are livable and thriving and to create a healthy region for the people of today and tomorrow, by providing additional housing opportunities within locations near amenities and already used by the public for commercial, recreational, and/or professional uses. In addition, the proposed project would support the development, connection, and sustainability of communities that are living and thriving by providing necessary housing. The proposed project would deliver a range of residential uses, from single-family to high-density housing. This diversity of housing types would offer options to accommodate varying household needs within the community. Buildout of the proposed project would include commercial uses, would improve circulation from the adjacent roadways and surrounding areas to the north and south, and would provide access to parks.

City of Cypress General Plan. The General Plan is a comprehensive plan intended to guide the physical development of the City and it serves as a blueprint for future growth and development. As a blueprint for the future, the plan contains policies and programs designed to provide decision-makers with a solid basis for decisions related to land use and development.

Although the City's General Plan Land Use Element has not been formally amended to reflect the recent approval of the Cypress Town Center and Commons Specific Plan 3.0, the Buildout Area is designated as Specific Plan in the General Plan Land Use Map. In addition, the City (through Measure S) determined that the Specific Plan is consistent with all eight elements of the General Plan, as required by Government Code Section 65450. Section 6.2 of the Specific Plan provides a comprehensive consistency analysis with the following elements: Land Use, Circulation, Conservation/Open Space/Recreation, Noise, Housing, Safety, Growth Management and Air Quality.

Table 4.11.C: Connect SoCal Consistency Analysis

Goal/Objective/Policy	Would the Project Conflict?
Mobility	
03: Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit). **04:** Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking)	**No Conflict.** As discussed in Section 4.17, Transportation, transit service in the vicinity of the Buildout Area is provided by the OCTA along Katella Avenue and Valley View Street. OCTA Route 50, which runs along Katella Avenue, currently has existing bus stops near Lexington Drive, Siboney Street, Winners Circle, and Walker Avenue in the vicinity of the Buildout Area. Existing sidewalks are provided along Katella Avenue, Cerritos Avenue, Walker Street, portions of Lexington Drive between Cerritos Avenue and Katella Avenue, and along the south side of Vessels Circle in the vicinity of the Buildout Area. These facilities provide for pedestrian circulation between the Buildout Area and the surrounding areas. In addition, Katella Avenue and Valley View Street currently accommodate off-street bike paths and on-street (Class II) bicycle lanes are provided on both sides of Cerritos Avenue (between Walker Street and Denni Street) and Bloomfield Street. There is also a Class I bicycle lane on the south side of Cerritos Avenue between Walker Street and Denni Street, and on-street bicycle lanes (Class II) and sidewalks are provided on both sides of Moody Street. In addition, implementation of the proposed project would provide pedestrian sidewalks and pathways throughout the Buildout Area and provide connections to existing pedestrian and bicycle facilities in the surrounding area. Specifically, the proposed project is assumed to include the addition of approximately 1 mile of bicycle facilities, connecting to the existing bicycle network. In addition, pedestrian access via sidewalks to the Buildout Area would be from Katella Avenue, Cerritos Avenue, Lexington Drive, and Vessels Circle, as extended. Further pedestrian circulation improvements would include sidewalk along the extension of Moody Street south of Cerritos Avenue. These pathways, together with the existing pedestrian infrastructure on the surrounding streets, would ensure seamless integration with the broader pedestrian network, effectively linking the Buildout Area with nearby amenities and transit options. All improvements facilitated by the proposed project would be required to adhere to the City's Municipal Code and General Plan policies. As such, improvements associated with the proposed project would provide a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes. No conflict with these goals would occur.
07: Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety.	**No Conflict.** As discussed above, the proposed project would connect to existing transit, pedestrian, and bicycle facilities in the vicinity of the Buildout Area, resulting in improved mobility, accessibility and safety. No conflict with this goal would occur.

Table 4.11.C: Connect SoCal Consistency Analysis

Goal/Objective/Policy	Would the Project Conflict?
	Communities
35: Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region.	**No Conflict.** The proposed project would result in the development of new residential and non-residential uses within the Buildout Area. Proposed non-residential uses may include retail and other service-oriented uses, as well as a limited amount of other types of commercial space, that enhance access to essential goods and services while supporting local employment opportunities. As such, the proposed project would develop new housing in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region. No conflict with this goal would occur.
42: Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. These are communities where residents can either access their most basic, day-to-day needs within a 15-minute walk, bike ride or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses.	**No Conflict.** As discussed above, the proposed project would develop new residential and non-residential uses within the Buildout Area, which would provide a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. The Specific Plan also includes a Circulation Plan that provides additional connections to the surrounding circulation network. For example, Moody Street and Vessels Circle will be extended. The proposed project also includes pedestrian connections between contemplated residential and commercial/retail components. These project features facilitate better connections to nearby transit and pedestrian and bicycle networks). No conflict with this goal would occur.
	Environment
48: Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience.	**No Conflict.** As discussed throughout this Draft EIR, the proposed project would implement sustainable development and best practices to the extent feasible in order to enhance resource conservation and reduce resource consumption. Please refer to Sections 4.3 Air Quality; 4.4 Biological Resources; 4.5 Cultural Resources; 4.6 Energy; 4., Geology and Soils; 4.8 Greenhouse Gas Emissions; 4.10 Hydrology and Water Quality; and 4.18 Tribal Cultural Resources for a discussion of specific measures related to resource conservation and consumption. No conflict with this goal would occur.
51: Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.	**No Conflict.** As discussed in Sections 4.3 Air Quality; 4.6 Energy; and 4.8 Greenhouse Gas Emissions, the proposed project would comply with existing regulations, including the energy efficiency standards included in Title 24, in order to reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region. No conflict with this goal would occur.

Source: Southern California Association of Governments. 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal).

Table 4.11.D: General Plan Consistency Analysis provides a consistency analysis of the goals and policies from the City's General Plan that are relevant to the proposed project. To eliminate repetitive policies and focus on key issues, policies that are not relevant to the proposed project are not included. As highlighted in the analysis presented in **Table 4.11.D**, the proposed project's updates to the General Plan would ensure consistency between the project and all applicable General Plan goals and policies.

Table 4.11.D: General Plan Consistency Analysis

Goal/Objective/Policy	Would the Project Conflict?
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.	**No Conflict.** The proposed project is the reasonably foreseeable buildout under the Specific Plan, which includes a balanced mix of residential, non-residential, and recreational uses. The Buildout Area is located in an area of the City developed with residential, commercial, retail, business park, and light industrial uses. The new development will be compatible with the existing and approved uses in the surrounding area. For example, the mix of retail, entertainment, commercial and residential uses permitted in the Mixed-Use District is consistent with the existing and approved commercial and retail uses on both sides of Katella Avenue. Further, the proposed project would address the City's housing needs by including 1,791 residential units. Therefore, the proposed project would not conflict with Goal LU-1 of the City's General Plan.
Policy LU-1.2: Allow for multi-family infill in designated areas to satisfy regional housing needs.	**No Conflict.** The proposed project would be an infill development as it contemplates redeveloping the existing race course property into a range of multi-family uses. The Buildout Area is currently surrounded by residential and non-residential development. Buildout of the proposed project would include areas for both medium density and higher-density residential uses. The project will provide infill housing development consistent with the City's regional housing needs. Therefore, the proposed project would not conflict with Policy LU-1.2 of the City's General Plan.
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.	**No Conflict.** Buildout of the proposed project would locate local-serving non-residential uses (including commercial) adjacent to new residential uses. In addition, existing commercial hubs are located near the Buildout Area. Therefore, the proposed project would locate residential uses within close proximity of new and existing commercial centers. As such, the proposed project would not conflict with Policy LU-1.4 of the City's General Plan.
Policy LU-1.7: Where feasible, increase the amount and network of public and private open space and recreational facilities for active or passive recreation as well as for visual relief.	**No Conflict.** The proposed project would facilitate development of private and public open space as outlined in the Specific Plan, which includes park uses and additional open space and recreational facilities in the Senior Housing/Medium-Density Residential District, the Single-Family Attached Subdistrict and potentially in the Single-Family Detached Subdistrict, the Medium-Density Residential District, the Mixed-Use (Town Center/MDR) District and the Mixed-Use (Town Center/HDR) District. Further, trails and greenways will connect the residential subdistricts and Senior Housing/Medium-Density Residential District and provide convenient pedestrian and bike

Table 4.11.D: General Plan Consistency Analysis

Goal/Objective/Policy	Would the Project Conflict?
	access to the public parks and town center areas. Therefore, the proposed project would not conflict with Policy LU-1.7 of the City's General Plan.
Goal LU-2: Ensure that new development is compatible with surrounding land uses, the circulation network, availability of public facilities, and existing development constraints**.**	**No Conflict.** The proposed project is the reasonably foreseeable buildout under the Specific Plan, which includes a mix of residential, non-residential, and recreational uses within an existing developed area designated for residential or commercial use. As such, the proposed project would not significantly depart from existing nearby land uses. The proposed project also includes road extensions—Moody Street and Vessels Circle— that would provide additional circulation and connectivity in the Buildout Area and surrounding areas. As discussed in Section 4.8, impacts to public services would be less than significant or mitigated to that level, ensuring consistency with existing infrastructure. Accordingly, the proposed project would not conflict with Goal LU-2 of the City's General Plan.
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.	**No Conflict.** The proposed project would facilitate the development of residential and non-residential uses as approved by voters in the Specific Plan. Future residential uses would be designed in a way that ensures a sensitive transition between commercial, business, and residential uses, as contemplated in the Specific Plan. Specifically, the development standards, regulations and guidelines in the Specific Plan would also ensure sensitive transitions between the various retail, commercial, residential and open-space uses within the Buildout Area, and between those uses and the surrounding residential, commercial, retail and business park uses. As such, the proposed project would not conflict with Policy LU-2.1 of the General Plan to create a sensitive transition between residential and non-residential uses.
Policy LU-2.2: Where residential/commercial mixed use is permitted, ensure compatible integration of adjacent uses to minimize conflicts.	**No Conflict.** All new residential development under the proposed project would occur in areas already designated for residential or commercial use, given that the voters in November 2024 already approved the underlying zoning and land use designations in the Buildout Area through the Specific Plan. These additional residential uses would support mixed-use development without introducing incompatible land uses. The development standards, regulations and guidelines in the Specific Plan will ensure compatible transitions between the various retail, commercial, residential and open-space uses within the Buildout Area, and between those uses and the surrounding residential, commercial, retail and business park uses. As required by the Specific Plan, certain future development projects in the Buildout Area would require site plan review, which would allow the City to ensure consistency with zoning and specific plan requirements once additional details regarding the future projects are known. Given the above, the proposed project would not conflict with Policy LU-2.2 of the City's General Plan.

Table 4.11.D: General Plan Consistency Analysis

Goal/Objective/Policy	Would the Project Conflict?
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.	**No Conflict.** Trails and greenways in the Buildout Area would 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. In addition, the Moody Street extension would traverse the Buildout Area and create a new central north-south corridor for pedestrians. The extension of Vessels Circle within Lot C would also provide access to Lots 10 and 11 in VTTM 19247. Future development within the Buildout Area may require the construction of private driveways, accessways and/or streets that connect to the Moody Street and Vessels Circle extensions and existing public streets adjacent to the Buildout Area. These private driveways, accessways and/or streets may facilitate additional sidewalks to encourage pedestrian activities. As required by the Specific Plan, certain future development projects would require site plan review. This would ensure that future developments would include pedestrian linkages between the proposed commercial and residential components, as contemplated in the Specific Plan. Therefore, the proposed project would not conflict with Policy LU-2.7 of the City's General Plan.
Goal LU-3: Revitalize older commercial and residential uses and properties.	**No Conflict.** The proposed project would implement the goals of the Specific Plan to revitalize the LARC area, by introducing new mixed uses compatible with surrounding development patterns. This goal applies generally to all projects in the City. The City does not (and cannot) require private property owners to adaptively reuse or revitalize every existing commercial or residential uses. While the proposed project would not revitalize any older commercial or residential uses in the Buildout Area, the proposed project would not conflict with the broader implementation of this goal on a citywide basis. As such, the proposed project would not conflict with Goal LU-3 of the City's General Plan.
Policy LU-3.1: Encourage and continue the use of redevelopment activities in the Civic Center Buildout Area, on Lincoln Avenue, and on the Los Alamitos Race Track and Cypress Golf Club.	**No Conflict.** The proposed project is the reasonably foreseeable buildout of the Specific Plan in the Buildout Area. As such, the proposed project would encourage and continue redevelopment of the Los Alamitos Race Track and Cypress Golf Club. Therefore, the proposed project would not conflict with Policy LU-3.1 of the City's General Plan.
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.	**No Conflict.** The proposed project would support improved urban design in Cypress by guiding development to areas already designated for residential and commercial uses, where cohesive community form can be reinforced. The Specific Plan provides development standards that apply to future projects. Certain future projects would be subject to the site plan review process in the Specific Plan, which would ensure architectural and functional compatibility with surrounding development. This process would help establish visually and functionally distinct neighborhoods, commercial areas, and business park districts, consistent with the City's urban design goals. Therefore, implementation of the proposed project would be functionally compatible with the surrounding areas and would

Table 4.11.D: General Plan Consistency Analysis

Goal/Objective/Policy	Would the Project Conflict?
	contribute to creating an identifiable community in the Cypress area. The proposed project would not conflict with Goal LU-4 of the City's General Plan.
Policy LU-4.2: Encourage development projects to utilize high quality design for architecture and site planning through the City's design review process.	**No Conflict.** The proposed project is the reasonably foreseeable buildout of the Specific Plan in the Buildout Area. Any future residential development proposals would be subject to City or applicable Specific Plan guidelines, which reflect strict standards of architecture and other design aspects. Certain developments would also be subject to the site plan review process, as with any development. Therefore, the proposed project would not conflict with Policy LU-4.2 of the City's General Plan.
Policy LU-4.5: Improve the quality of Cypress' multi-family neighborhoods through a) improved buffers between multi-family residences, and commercial, and business park uses; b) provision of usable private and common open space in multi-family projects; c) increased code enforcement; and d) improved site, building, and landscape design.	**No Conflict.** The proposed project would include residential and commercial mixed uses that would help create an identifiable neighborhood in the Buildout Area that is compatible with surrounding land uses. Any future residential development proposals would be subject to City or applicable Specific Plan guidelines, which would include development standards. Certain developments would also be subject to the site plan review process, as with any development. Therefore, the proposed projects would not conflict with Policy LU-4.5 of the City's General Plan.
Goal LU-7: Ensure the compatibility of new multi-family residential infill with existing residential uses.	**No Conflict.** The proposed project would include both medium and high-density residential uses. The area surrounding the Buildout Area boundary includes existing multi-family housing as well as single-family residential uses. Implementation of the proposed project would be consistent with surrounding uses, ensuring compatibility with the surrounding areas and existing residential uses. Therefore, the proposed project would not conflict with Policy LU-7 of the City's General Plan.
Policy LU-7.1: Require new multi-family development to provide adequate buffers (such as decorative walls and landscaped setbacks) along boundaries with single-family residential uses to prevent impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.	**No Conflict.** Buildout of the proposed project would include both multi-family and single-family land uses Any future residential development proposals would be subject to City or applicable Specific Plan guidelines, which reflect standards of landscaping, setbacks, and aesthetics. Certain developments would also be subject to the site plan review process, as with any development. Therefore, the proposed project would not conflict with Policy LU-7.1 of the City's General Plan.
Policy LU-7.2: Allow small lot single-family development as infill projects and provide adequate development standards to ensure compatibility with surrounding residential uses.	**No Conflict.** As previously mentioned, buildout of the proposed project would include single-family residential uses. Future development of single-family residential areas would be subject to environmental review and the City's existing development standards. The surrounding area is characterized by single-family residential uses and multi-family residential uses. Therefore, the proposed project would be consistent with existing residential uses and would not conflict with Policy LU-7.2 of the City's General Plan.
Goal LU-15: Retain and facilitate the expansion of businesses throughout the City.	**No Conflict.** As previously mentioned, buildout of the proposed project would include both residential and mixed-use uses. Therefore, the proposed project would provide opportunities for businesses to expand throughout the City. Therefore, the proposed project would not conflict with Goal LU-15 of the City's General Plan.

Table 4.11.D: General Plan Consistency Analysis

Goal/Objective/Policy	Would the Project Conflict?
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.	**No Conflict.** Pursuant to Senate Bill (SB) 743 and Section 15064.3 of the *State CEQA Guidelines*, the determination of significance for transportation impacts under CEQA is based on vehicle miles traveled (VMT) rather than roadway level of service (LOS). Accordingly, congestion or delay at intersections, including those on the Orange County Congestion Management Plan (CMP) network, is no longer considered a significant environmental impact under CEQA. Although LOS is no longer used for CEQA significance determinations, the City's General Plan Circulation Element and the Orange County CMP continue to identify LOS standards for local policy and regional consistency purposes. Improvements at intersections with non-CEQA project-related effects include Intersections #12 (Cerritos Avenue at Los Alamitos Boulevard), #16 (Cerritos Avenue at Walker Street), #17 (Cerritos Avenue at Valley View Street), and #18 (Vessels Circle at Walker Street). Proposed feasible improvements are recommended for those four intersections to reduce the non-CEQA project effects, notwithstanding that three of them currently operate at acceptable levels of service pursuant to the Cypress and Los Alamitos Circulation Elements. Intersection #17 (Cerritos Avenue at Valley View Street) in the PM peak hour would continue to operate at an unacceptable level of service (LOS) with the proposed feasible improvements. In addition, using the Buildout Year 2038 with Project conditions, future Intersection #31 (Vessels Circle at Moody Street) would satisfy the signal warrants in the morning and the evening peak hours and a traffic signal is recommended to be installed at this future intersection. Based on a left-turn phasing analysis, left-turn phasing in the north-south direction is also recommended. Proposed improvements at Intersection #18 (Vessels Circle at Walker Street) are anticipated to accommodate the added vehicle queues due to the proposed project. In addition, the project features previously identified for Intersection #15 (Cerritos Avenue at Moody Street) are anticipated to accommodate the projected left-turn vehicle queues and prevent an exceedance. However, no feasible improvements can be implemented for the other five intersections to prevent an exceedance. Further, in the Existing Condition with Moody Street and Vessels extensions, Existing with Project, and Buildout Year 2038 with and without the proposed project, all three intersections would operate at LOS D or better in both the AM and PM peak hours, which is acceptable per CMP guidelines. As such, the proposed project includes project features and roadway/intersection improvements in order to maintain a safe, efficient, economical, and aesthetically pleasing transportation system and no conflict with this policy would occur.

Table 4.11.D: General Plan Consistency Analysis

Goal/Objective/Policy	Would the Project Conflict?
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).	**No Conflict.** Because the proposed project would enable particular areas of higher density residential development within close proximity to existing retail locations, it can be reasonably assumed that overall trip lengths may be shortened. This development would also potentially provide residents with employment opportunities within walking distance. In addition, the proposed project includes 440,000 square feet of non-residential floor area which enhances access to essential goods and services while supporting local employment opportunities. This non-residential floor area is considered local-serving retail under the "Guidelines for Evaluating Vehicle Miles Traveled Under CEQA for the County of Orange, dated September 17, 2020" (County Guidelines), because no single retail establishment within the 440,000 square feet of non-residential space will exceed 50,000 square feet. Therefore, the proposed project would not conflict with Policy CIR-1.3 of the City's General Plan.
Policy CIR-1.4: Require new development to conform to the standards and criteria of the City of Cypress and other mandated programs. This includes mitigation of traffic impacts to the surrounding street system.	**No Conflict.** As discussed in Section 4.17, Transportation, and above, the proposed project includes project features and roadway/intersection improvements to ensure that the proposed project conforms to the standards and criteria of the City of Cypress and other mandated programs. Therefore, no conflict with this policy would occur.
Policy CIR-1.6: Encourage the development of aesthetic streetscapes to promote a positive City image and provide visual relief.	**No Conflict.** Proposed street improvements and frontage improvements would include landscaping in order to provide aesthetic streetscapes. Therefore, no conflict with this policy would occur.
Policy CIR 2-1: Encourage development and improvements which incorporate innovative methods of accommodating transportation demands.	**No Conflict.** Implementation of the proposed project would provide sidewalks along the project frontages. In addition, pedestrian sidewalks and pathways would be provided throughout the Buildout Area and provide connections to existing pedestrian and bicycle facilities in the surrounding area. Specifically, the proposed project is assumed to include the addition of approximately 1 mile of bicycle facilities, connecting to the existing bicycle network. Additionally, as discussed further in Threshold 4.17.2 and detailed in **Mitigation Measure TRA-1**, the proposed project would be required to implement feasible TDM strategies to mitigate the proposed project's VMT impact, which include constructing or improving bicycle facilities that would connect the proposed project to the existing regional bicycle network and improving the pedestrian network, including the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area. The proposed project would include the extension of Moody Street from Cerritos Avenue to the northern terminus of Siboney Street, as well as the extension of Vessels Circle from its current western terminus to intersect with the Moody Street extension, consistent with the Specific Plan. The proposed project also includes, consistent with the Specific Plan, the widening of Lexington Drive within Lot B in proposed VTTM 19247 and seven access driveways, including one at Lexington Drive and two each at Cerritos Avenue, Moody Street, and

Table 4.11.D: General Plan Consistency Analysis

Goal/Objective/Policy	Would the Project Conflict?
	Vessels Circle. Therefore, the proposed project would accommodate all types of transportation demand and no conflict with this policy would occur.
Policy CIR 2-3: Ensure that effective Transportation Demand Management (TDM) measures and programs are being implemented.	**No Conflict.** As discussed further in Threshold 4.17.2 and detailed in **Mitigation Measure TRA-1**, the proposed project would be required to implement feasible TDM strategies to mitigate the proposed project's VMT impact, which include constructing or improving bicycle facilities that would connect the proposed project to the existing regional bicycle network and improving the pedestrian network, including the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area. Therefore, no conflict with this policy would occur.
Policy CIR 2-5: Implement adequate sidewalks to meet the required uses and needs, which serves to encourage alternative modes of transportation. Bicycle routes which utilize sidewalks require establishment of a City ordinance, per the Vehicle Code.	**No Conflict.** Implementation of the proposed project would provide sidewalks along the project frontages. In addition, pedestrian sidewalks and pathways would be provided throughout the Buildout Area and provide connections to existing pedestrian and bicycle facilities in the surrounding area. Therefore, no conflict with this policy would occur.
Policy CIR-2.8: Enhance the sidewalk environment to encourage pedestrian activities through streetscape and transit enhancement programs.	**No Conflict.** Trails and greenways in the Buildout Area 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. In addition, the Moody Street extension would traverse the Buildout Area and create a new central north-south corridor for pedestrians. The extension of Vessels Circle within Lot C would also provide access to Lots 10 and 11 in VTTM 19247. Future development within the Buildout Area may require the construction of private driveways, accessways and/or streets that connect to the Moody Street and Vessels Circle extensions and existing public streets adjacent to the Buildout Area. These private driveways, accessways and/or streets may facilitate additional sidewalks to encourage pedestrian activities. Therefore, the proposed project would not conflict 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.	**No Conflict.** As described in Section 4.6, Energy, the proposed project would comply with the energy efficiency standards included in Title 24, which would reduce energy usage associated with the proposed project such that the proposed project would not result in excessive or wasteful use of energy. Therefore, the proposed project would not conflict with General Plan Conservation/Open Space/Recreation Element Goal COSR-3.
Goal COSR-5: Preserve Cypress' archaeologic and palaeontologic resources.	**No Conflict.** As described in Section 4.5, Cultural Resources, no known archaeological resources, including human remains, exist within the Buildout Area, as determined by the record search performed for the Cypress City Center Project, which included the Buildout Area. Nevertheless, the proposed project would be required to comply with **Regulatory Compliance Measures CUL-1** and **CUL-2**, which would ensure that any impacts to unknown archaeological resources and human remains that

Table 4.11.D: General Plan Consistency Analysis

Goal/Objective/Policy	Would the Project Conflict?
	may be present within the Buildout Area would be less than significant. In addition, as described in Section 4.7, Geology and Soils, there are no known paleontological resources in the City and the paleontology collection record search at the National History Museum of Los Angeles County did not identify any existing fossil localities within the Buildout Area. However, the Buildout Area is underlain by Quaternary alluvial deposits, which are often paleontologically sensitive. Therefore, project construction activities that have the potential to disturb native alluvium at a depth below 10 feet would have the potential to have a potentially significant impact on paleontological resources and **Mitigation Measures GEO-2** and **GEO-3**, which make provisions for unknown paleontological resources discovery stop work procedures and worker training procedures, would be required. With implementation of **Mitigation Measures GEO-2** and **GEO-3**, impacts on paleontological resources would be less than significant. Therefore, the proposed project would not conflict with General Plan Conservation/Open Space/Recreation Element Goal COSR-5.
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.	**No Conflict.** Refer to **Regulatory Compliance Measures CUL-1** and **CUL-2** in Section 4.4, Cultural Resources. The proposed project has the potential to affect unknown archaeological resources. The proposed project would adhere to the *State CEQA Guidelines* for environmental documentation and mitigation measures where development could affect these resources. **Regulatory Compliance Measures CUL-1** and **CUL-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 resources. Therefore, the proposed project would not conflict with General Plan Conservation/Open Space/Recreation Element Policy COSR-5.2.
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.	**No Conflict.** As discussed in Section 4.16, 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 not conflict with General Plan Conservation/Open Space/ Recreation Element Policy COSR-6.1.
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.	**No Conflict.** This is a citywide policy that applies to the City generally, and thus is not a project-specific policy. Nonetheless, the proposed project does not conflict with this goal because it delivers range of residential uses, from single-family to high-density housing. This diversity of housing types would offer options to accommodate varying household needs within the community. As such, the project supports the provision of

Table 4.11.D: General Plan Consistency Analysis

Goal/Objective/Policy	Would the Project Conflict?
	varied housing opportunities and would not conflict with Goal HOU-3 of the City's General Plan.
Policy HOU-3.3: Support the provision of affordable housing to accommodate large families.	**No Conflict.** This is a citywide policy that applies to the City generally, and thus is not a project-specific policy. Nonetheless, the proposed project does not conflict with this goal because it delivers a range of residential uses, from single-family to high-density housing. This diversity of housing types would offer options to accommodate varying household needs within the community. As such, the project supports the provision of varied housing opportunities and would not conflict with Goal HOU-3 of the City's General Plan.
Policy HOU-3.4: Facilitate the development of senior housing with supportive services	**No Conflict.** Buildout of the proposed project would include two land use districts that allow senior housing uses. Therefore, the proposed project would not conflict with Policy HOU-3.4 of the City's General Plan.
Policy HOU-3.6: Encourage use of sustainable and green building design in new and existing housing.	**No Conflict.** Any future development that would take place in the Buildout Area would be required to comply with the latest edition of the California Green Building Standards Code, which includes requirements for sustainability features. Therefore, the proposed project would not conflict with Policy HOU-3.6 of the City's General Plan.
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.	**No Conflict.** This is a citywide policy that applies to the City generally, and thus is not a project-specific policy. Nonetheless, the proposed project does not conflict with this goal because it delivers a range of residential uses and unit types, from single-family to high-density housing for a total unit count of 1,791 residential units. The proposed project is also part of the City's Housing Element. Therefore, the proposed project would not conflict with Goal HOU-4 of the City's General Plan.
Policy HOU-4.4: Ensure compatibility of new residential development with existing development to enhance the City's residential neighborhoods.	**No Conflict.** The proposed project would include a mix of uses congruent with existing development patterns in the project area. Future development may be subject to the architectural and design standards that are applicable to that part of the City, which would ensure aesthetic compatibility. Therefore, the proposed project would not conflict with Policy HOU-4.4 of the City's General Plan.
Safety Element	
Goal SAF-1: Protect residents, workers, and visitors from flood hazards, including dam inundation.	**No Conflict.** As described in further detail in Section 4.10 Hydrology and Water Quality, the proposed project would not result in significant impacts related to flooding. Additionally, the proposed on-site storm drain system would be adequately sized to accommodate stormwater runoff so that on-site flooding would not occur. Therefore, the proposed project would not conflict with General Plan Safety Element Goal SAF-1.
Goal SAF-2: Protect life and property in Cypress from seismic events and resulting hazards.	**No Conflict.** As discussed in further detail in Section 4.7, Geology and Soils, with the implementation of **Mitigation Measure GEO-1,** which requires compliance with the recommendations in the project Geotechnical Investigation, all impacts related to geological hazards would be less than significant. As such, the proposed project would not conflict with General Plan Safety Element Goal SAF-2.
Goal SAF-5: Protect life and property in Cypress	**No Conflict.** As discussed in further detail in Section 4.15, Public

Table 4.11.D: General Plan Consistency Analysis

Goal/Objective/Policy	Would the Project Conflict?
from urban fires. Maintain the Orange County Fire Authority's high level of service to community businesses and residents.	Services, the proposed project requires the implementation of **Regulatory Compliance 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 would ensure adequate service to the project site. As such, the proposed project would not conflict with General Plan Safety Element Goal SAF-5.
Goal SAF-6: Maintain the police department's high quality of service to the City.	**No Conflict.** As discussed in further detail in Section 4.15, Public Services, the proposed project is expected to be adequately served by existing police facilities. 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 not conflict with General Plan Safety Element Goal SAF-6.
Goal SAF-8: Protect Cypress residents from air operation accidents.	**No Conflict.** As discussed in further detail in Section 4.9, 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**. In addition, the Airport Land Use Commission (ALUC) has reviewed and approved the Specific Plan, indicating that implementation of the Specific Plan would not expose residents to air operation accidents. As such, the proposed project would not conflict with General Plan Safety Element Goal SAF-8.
Noise Element	
Goal N-2: Incorporate noise considerations into land use planning decisions.	**No Conflict.** Section 4.13, Noise, of this Draft EIR evaluates the potential short-term and long-term noise impacts from implementation of the proposed project and identifies measures in order to ensure all noise impacts would be less than significant. As such, the proposed project would not conflict with General Plan Noise Element Goal N-2.
Goal N-3: Minimize noise spillover from commercial uses into nearby residential neighborhoods.	**No Conflict.** As discussed in Section 4.13, Noise, implementation of the proposed project would generate various on-site stationary noise sources, including heating, ventilation, and air conditioning (HVAC) and commercial uses activities such as loading and unloading and parking lot activities. However, once final architectural plans and mechanical equipment specifications are available for each future project, preparation of a project-specific acoustical analysis would be required to confirm compliance with the City's exterior and interior noise standards related to land use compatibility, as established in City of Cypress Municipal Code Chapter 8 (Noise), Sections 8-1-4 and 8-1-5, which set forth allowable noise limits by noise zone and authorize the City to require noise measurements or acoustical studies to verify compliance with applicable standards prior to or following project occupancy. Because the proposed project would meet the City's noise standards, the proposed project would minimize noise spillover from commercial uses into nearby residential neighborhoods. As

Table 4.11.D: General Plan Consistency Analysis

Goal/Objective/Policy	Would the Project Conflict?
	such, the proposed project would not conflict with General Plan Noise Element Goal N-3.
Air Quality Element	
Goal AQ-1: Reduce air pollution through proper land use and transportation planning.	**No Conflict.** Objective 3 of the proposed project, which can be found in Chapter 3.0, Project Description, of this Draft EIR, aims to implement sustainable planning and development practices by creating compact new developments and walkable neighborhoods to minimize the City's contribution to greenhouse gas emissions (GHGs) and energy usage. The planning of potential residential sites directly adjacent to business and retail sites would eliminate the need for automobile travel in some cases. The walkable nature of the Buildout Area would contribute to the reduction of air pollution from automobile travel and would not conflict with Goal AQ-1 of the City's General Plan.
Goal AQ-2: Improve air quality by reducing the amount of vehicular emissions in Cypress.	**No Conflict.** The proposed project would facilitate transit use by providing a new dense mixed-use development on an underutilized property near a major arterial street (Katella Avenue), which is already served by existing transit service. As such, the proposed project would not conflict with General Plan Air Quality Element Goal AQ-2.
Growth Management Element	
Goal GM-1: Reduce traffic congestion.	**No Conflict.** Pursuant to SB 743 and Section 15064.3 of the State *CEQA Guidelines*, the determination of significance for transportation impacts under CEQA is based on VMT rather than roadway LOS. Accordingly, congestion or delay at intersections, including those on the Orange County CMP network, is no longer considered a significant environmental impact under CEQA. Although LOS is no longer used for CEQA significance determinations, the City's General Plan Circulation Element and the Orange County CMP continue to identify LOS standards for local policy and regional consistency purposes. Improvements at the intersections with non-CEQA project-related effects further improvements include Intersections #12 (Cerritos Avenue at Los Alamitos Boulevard), #16 (Cerritos Avenue at Walker Street), #17 (Cerritos Avenue at Valley View Street), and #18 (Vessels Circle at Walker Street). Proposed feasible improvements are recommended for those four intersections to reduce the non-CEQA project effects, notwithstanding that three of them currently operate at acceptable levels of service pursuant to the Cypress and Los Alamitos Circulation Elements. Intersection #17 (Cerritos Avenue at Valley View Street) in the PM peak hour would continue to operate at an unacceptable LOS with the proposed feasible improvements. In addition, using the Buildout Year 2038 with Project conditions, future Intersection #31 (Vessels Circle at Moody Street) would satisfy the signal warrants in the morning and the evening peak hours and a traffic signal is recommended to be installed at this future intersection. Based on a left-turn phasing analysis, left-turn phasing in the north-south direction is also recommended. Proposed improvements

Table 4.11.D: General Plan Consistency Analysis

Goal/Objective/Policy	Would the Project Conflict?
	at Intersection #18 (Vessels Circle at Walker Street) are anticipated to accommodate the added vehicle queues due to the proposed project. In addition, the project features previously identified for Intersection #15 (Cerritos Avenue at Moody Street) are anticipated to accommodate the projected left-turn vehicle queues and prevent an exceedance. However, no feasible improvements can be implemented for the other five intersections to prevent an exceedance. Further, in the Existing Condition with Moody Street and Vessels Circle extensions, Existing with Project, and Buildout Year 2038 with and without the proposed project, all three intersections would operate at LOS D or better in both the AM and PM peak hours, which is acceptable per CMP guidelines. As such, the proposed project includes project features and roadway/intersection improvements in order to maintain a safe, efficient, economical, and aesthetically pleasing transportation system and no conflict with this policy would occur.
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.	**No Conflict.** As discussed in Section 4.14, Population and Housing, of this Draft EIR, SCAG's Regional Housing Needs Assessment (RHNA) was developed using various data, including the City's projected population, household, and employment growth. Thus, the balance of jobs and housing is a built-in factor of the RHNA housing unit allocation provided by SCAG. The buildout of the proposed project includes 1,791 residential units, which would not conflict with the City's RHNA allocation. Accordingly, the proposed project would not conflict with Policy GM-4.1 of the City's General Plan.

Source: City of Cypress General Plan (2001).

Cypress Town Center and Commons Specific Plan 3.0: The Specific Plan is the regulatory plan that constitutes the Land Use for the Buildout Area. The project does not propose any amendments to the Specific Plan. Therefore, the proposed project is consistent with the Specific Plan. In addition, as provided above, the City (through Measure S) determined that the Specific Plan is consistent with all eight elements of the General Plan, as required by Government Code Section 65450.

City of Cypress Zoning Ordinance. The Specific Plan is the regulatory plan that constitutes the zoning for the Buildout Area. The project does not propose any amendments to the Specific Plan. Therefore, the proposed project is consistent with the City's Zoning Ordinance.

Summary. The proposed project does not include any proposed amendments or modifications to the adopted Specific Plan. The proposed project is the reasonably foreseeable buildout of the Specific Plan in the Buildout Area. As such, the proposed project would not introduce inconsistencies in the applicable City land use and planning policies. 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.

4.11.7 Level of Significance Prior to Mitigation

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

4.11.8 Regulatory Compliance Measures and Mitigation Measures

No regulatory compliance measures or mitigation measures are applicable to the proposed project pertaining to land use and planning.

4.11.9 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.

4.11.10 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts are impacts created as a result of the combination of an individual project together with other past, current, and probable future projects causing related impacts. An EIR must discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable. The cumulative impact area for land use and planning is the City of Cypress and this cumulative impact analysis considers development of the proposed project in conjunction with other development projects and planned development within the City. Please refer to **Table 4.A: Summary of Related Projects** and **Figure 4.1**, in Chapter 4.0, Existing Setting, for the descriptions and locations of these related projects.

The City of Cypress is an urbanized area with a wide variety of established land uses. The Buildout Area is surrounded by a variety of commercial, office, business park, commercial and retail, residential, park and religious uses. As previously discussed, the Specific Plan would govern the Land Uses within the Buildout Area. Moreover, the Buildout Area would include land uses that would be compatible with the existing and planned neighborhoods and commercial areas surrounding 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.

As discussed under Threshold 4.11.1, the proposed project would not physically divide an established community because development would occur within existing areas of development. Therefore, the project would have a less than cumulatively considerable impact with respect to the physical division of an established community. As discussed under Threshold 4.11.2, the proposed project would not result in a significant impact with respect to consistency with the City's General Plan, Zoning Ordinance, or Specific Plan because future buildout of the proposed project would be consistent with all applicable goals, policies, designations, and regulations.

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 Connect SoCal or any City-adopted plans or policies. Future development applications contemplated within the Buildout Area would be required to comply with all applicable regulations and standards related to land use and planning. As such, any future development or redevelopment projects requiring discretionary

actions would be subject to environmental review, in accordance with the provisions of CEQA and the *State CEQA Guidelines.*

In addition, all identified City-related projects, including the related projects identified in **Table 4.A**, 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.

This page intentionally left blank

4.12 MINERAL RESOURCES

This section evaluates the potential for implementation of the Specific Plan 3.0 Buildout Project (proposed project) to result in impacts to mineral resources. This section also describes the existing setting of mineral resources within and near the Buildout Area and sets forth the relevant regulatory requirements that apply to the project's potential impact on mineral resources. This section is based in part on information provided in the County of Orange General Plan Chapter VI, Resources Element; the City of Cypress General Plan Conservation/Open Space/Recreation Element;[1] California Geological Survey (CGS) data;[2] and the *Environmental Impact Report, Soils and Geology Issues, Proposed Mixed-Use Development, 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California* (Geotechnical Investigation)[3] (**Appendix F**) prepared for the proposed project.

4.12.1 Scoping Process

The City of Cypress (City) received six comment letters during the public review period of the Notice of Preparation (NOP). For a copy of the NOP comment letters, refer to **Appendix A** of this Draft Environmental Impact Report (Draft EIR). No comment letters included comments related to mineral resources.

4.12.2 Methodology

Impacts to mineral resources are assessed based on the potential for the proposed project to result in the loss of or reduced availability of known or potential mineral resources or sites. Information on mineral resources was compiled from published literature, maps, and aerial photographs. Geologic units and structural features were obtained from maps published by the CGS. Mineral resource impacts that could result from project-related activities were evaluated qualitatively based on existing conditions in the Buildout Area;[4] expected construction practices; and materials, locations, and duration of construction and operational activities.

Based on guidelines adopted by the CGS, areas known as Mineral Resource Zones (MRZs) are classified according to the presence or absence of significant deposits, as defined below. The following MRZ categories are used by the California State Geologist in classifying the State's lands:

- **MRZ-1:** Areas where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. This zone is applied where well-developed lines of reasoning, based on economic-geologic principles and adequate data, indicate that the likelihood for occurrence of significant mineral deposits is nil or slight.

---

1 City of Cypress. 2001. *City of Cypress General Plan Conservation, Open Space/Recreation Element*. Website: https://www.cypressca.org/home/showpublisheddocument/686/636123123792970000 (accessed August 2024).

2 California Department of Conservation (DOC), California Geological Survey. n.d. *Minerals.* Website: https://www.conservation.ca.gov/cgs/minerals (accessed January 23, 2025).

3 Geotechnologies, Inc. 2024. *Environmental Impact Report, Soils and Geology Issues, Proposed Mixed-Use Development, 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California.* May 2. (**Appendix F**)

4 As described in Chapter 3.0 of this Draft EIR, the baseline condition generally consists of the existing conditions in and in the vicinity of the Buildout Area at the time the NOP was published (April 4, 2025).

- **MRZ-2a:** Areas underlain by mineral deposits where geologic data show that significant measured or indicated resources are present. Areas classified as MRZ-2a contain discovered mineral deposits that are either measured or indicated reserves as determined by such evidence as drilling records, sample analysis, surface exposure, and mine information. Land included in the MRZ-2a category is of prime importance because it contains known economic mineral deposits.

- **MRZ-2b:** Areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present. Areas classified as MRZ-2b contain discovered deposits that are either inferred reserves or deposits that are presently subeconomic as determined by limited sample analysis, exposure, and past mining history.

- **MRZ-3a:** Areas containing known mineral deposits that may qualify as mineral resources. MRZ-3a areas are considered to have a moderate potential for the discovery of economic mineral deposits.

- **MRZ-3b:** Areas containing inferred mineral deposits that may qualify as mineral resources. Land classified as MRZ-3b represents areas in geologic settings that appear to be favorable environments for the occurrence of specific mineral deposits.

- **MRZ-4:** Areas where geologic information does not rule out either the presence or absence of mineral resources. The MRZ-4 classification does not imply that there is little likelihood for the presence of mineral resources; rather, there is a lack of knowledge regarding mineral occurrence.

After an area has been classified into an MRZ, the California State Mining and Geology Board (SMGB) determines if the classified MRZ deposit warrants either a "regional" (multi-community) or "statewide economic significance" designation. In contrast to classification, which inventories mineral deposits without regard to existing land use, the purpose of designation is to identify those areas that are of prime importance in meeting the future needs of the study region and that remain available from a land use perspective.[5]

4.12.3 Existing Environmental Setting

The Buildout Area is located in an urbanized area that is currently developed and there are no known mineral resources within its boundaries.

4.12.3.1 Orange County

The primary mineral resource in Orange County is construction aggregate consisting of sand and gravel. Significant sand and gravel resources within Orange County are located in portions of the Santa Ana River, Santiago Creek, San Juan Creek, Arroyo Trabuco, and other areas. The CGS also

[5] California Department of Conservation (DOC). 2000. *SMARA Mineral Land Classification. Division of Mines and Geology*. January. Website: https://www.conservation.ca.gov/smgb/Guidelines/Documents/ClassDesig.pdf (accessed January 23, 2025).

identifies fire clay and industrial sand as having historically been produced in large quantities within Orange County.[6]

4.12.3.2 City of Cypress

According to the California Department of Conservation, the entire City of Cypress is located within MRZ-4.[7] In addition, the City is not within the proximity of any MRZ-2 areas, and is surrounded by an MRZ-1 area, indicating the absence of significant mineral deposits in the area.[8] Furthermore, according to the City's General Plan Conservation/Open Space/Recreation Element, there are no mineral resources as defined by the California Division of Mines and Geology (CDMG; now known as the California Geological Survey or CGS) within the City.[9]

4.12.3.3 Buildout Area

According to the Geotechnical Investigation prepared for the proposed project (**Appendix F**), the Buildout Area contains fill materials that are underlain by native alluvial soils consisting of interlayered mixtures of sandy to silty clay, sandy to clayey silt, silty to clayey sand, and sand. Subsurface excavations within the Buildout Area did not encounter any mineral resources of State or local importance within the Buildout Area.

4.12.4 Regulatory Setting

The following section describes the federal, State, regional, and local regulatory framework applicable to analyzing potential impacts related to mineral resources from development of the proposed project.

4.12.4.1 Federal Regulations

No federal plans, policies, regulations, or laws related to mineral resources are applicable to the Buildout Area because the Buildout Area does not include any federal lands or require federal approvals related to mineral resources.

4.12.4.2 State Regulations

Surface Mining and Reclamation Act of 1975. The State of California recognized that mineral resources are essential to the needs of society and the economic well-being of the State. In 1975, the State Legislature passed the Surface Mining and Reclamation Act (SMARA), Public Resources Code (PRC) Section 2710, et seq. The intent of SMARA is to promote production and conservation of

---

6 County of Orange. 2013. *County of Orange General Plan Resources Element.* Website: https://ocds.ocpublicworks.com/ sites/ocpwocds/files/import/data/files/40235.pdf (accessed January 23, 2025).

7 California Department of Conservation (DOC). 1994. Generalized Mineral Land Classification of Orange County, California. Division of Mines and Geology.

8 California Department of Conservation (DOC). 2000. *SMARA Mineral Land Classification. Division of Mines and Geology.* January. Website: https://www.conservation.ca.gov/smgb/Guidelines/Documents/ClassDesig.pdf (accessed January 23, 2025).

9 City of Cypress. 2001. *City of Cypress General Plan Conservation, Open Space/Recreation Element*. Website: https://www.cypressca.org/home/showpublisheddocument/686/636123123792970000 (accessed January 23, 2025).

mineral resources, minimize the environmental effects of mining, and ensure mined lands are reclaimed to conditions suitable for alternative uses. Reclaiming land for other uses once mining operations are completed is important for the general health, safety, and welfare of the community. Under SMARA, permits are required for all mining activities commencing operation on or after January 1, 1976.

Under current SMARA statutes (PRC Section 2763), prior to permitting a use that would threaten the potential to extract minerals in an area designated by the SMGB as having mineral resources of regional or statewide significance, the City must prepare a statement specifying its reasons for permitting the proposed use. In it, the City must consider its Mineral Resource Management Policies, balance the mineral values against alternative land uses, and consider the importance of the minerals to their market region as a whole and not just their importance to the City area. This process is designed to ensure that decision-makers weigh the economic and environmental value of non-renewable mineral resources when determining whether or not to protect existing mineral resources.

4.12.4.3 Regional Regulations

There are no regional regulations that apply to the proposed project with respect to mineral resources.

4.12.4.4 Local Regulations

The City of Cypress General Plan and Municipal Code do not contain any applicable goals, policies, or regulations related to mineral resources. The Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan) also does not contain any applicable goals, policies, or regulations related to mineral resources.

4.12.5 Thresholds of Significance

The thresholds of significance for mineral resources used in this analysis are consistent with Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to mineral resources if it would:

Threshold 4.12.1: Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state; or

Threshold 4.12.2: Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

4.12.6 Project Impacts

Potential impacts of the proposed project related to mineral resources are discussed below pursuant to the thresholds established in Section 4.12.5, above.

Threshold 4.12.1: Would the project result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No Impact. There are no known mineral resources in or in the vicinity of the Buildout Area, and there are no other known mineral deposits or resources within the City that are of significant value to the region or the State. Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be a value to the region and residents of the State. Therefore, no impacts to mineral resources would occur, and no mitigation is required.

Threshold 4.12.2: Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The Buildout Area does not contain a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. As noted above, there are no other known mineral deposits or resources within the City that are of significant value to the region or of local importance according to the City's General Plan. Accordingly, the proposed project would not result in the loss of availability of a locally important mineral resource recovery site. Therefore, no impacts to mineral resources would occur, and no mitigation is required.

4.12.7 Level of Significance Prior to Mitigation

The proposed project would not result in any significant impacts related to mineral resources, and no mitigation is required.

4.12.8 Regulatory Compliance Measures and Mitigation Measures

4.12.8.1 Regulatory Compliance Measures

No mitigation measures or regulatory compliance measures are applicable to the proposed project pertaining to mineral resources.

4.12.8.2 Mitigation Measures

The proposed project would not result in significant impacts related to mineral resources, and no mitigation is required.

4.12.9 Level of Significance after Mitigation

The proposed project would result in no impacts related to mineral resources.

4.12.10 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 mineral resources. The cumulative study area for the proposed project is the City of Cypress and as described in Chapter 4.0, Existing Setting, Environmental Analysis, Impacts, and Mitigation Measures, certain past, current, and future projects. The cumulative project list and map locations are also provided in Chapter 4.0, **Table 4.A: Summary of Related Projects** and **Figure 4-1: Cumulative Projects.**

Cumulative impacts are addressed only for those thresholds that would result in a project-related impact, whether it be less than significant or less than significant with mitigation. If the project would result in no impact with respect to a particular threshold, by definition, it would not contribute to a cumulative impact. Therefore, no analysis would be required.

As detailed in this section, the proposed project would have no impact on mineral resources. Furthermore, there are no known or designated mineral resources within the City's boundaries. Because the proposed project would have no impact on mineral resources, it would not contribute to a cumulatively considerable impact on mineral resources. Therefore, there would be no cumulatively significant impact on mineral resources, and no mitigation is required.

4.13 NOISE

This section evaluates the potential short-term and long-term noise impacts from implementation of the Specific Plan 3.0 Buildout Project (proposed project). This section is based in part on information provided in the Noise Element of the City of Cypress' (City) General Plan, the Specific Plan, the City's Noise Ordinance, as well as the applicable noise requirements in the Airport Environs Land Use Plan for Joint Forces Training Base (JFTB) Los Alamitos. The assumptions used in the noise analysis and the noise modeling results are provided in **Appendix I**.

4.13.1 Scoping Process

The City of Cypress (City) received six comment letters during the public review period of the Notice of Preparation (NOP). For a copy of the NOP comment letters, refer to **Appendix A** of this Draft Environmental Impact Report (Draft EIR). None of the comment letters included comments related to Noise.

4.13.2 Methodology

Evaluation of noise and vibration impacts associated with the proposed project includes the following:

- Determination of the short-term construction noise and vibration impacts.
- Determination of the long-term off-site and on-site traffic noise impacts.
- Determination of the long-term stationary noise and vibration impacts from project operations.
- Determination of the required mitigation measures to reduce short-term construction–related noise and vibration impacts and long-term stationary and mobile source noise impacts.

The evaluation of noise and vibration impacts was prepared in conformance with appropriate standards, utilizing procedures and methodologies in the City of Cypress Noise Element and Municipal Code and Federal Transit Administration (FTA) criteria.

4.13.2.1 Proposed Project Methodology

Establish Noise Baseline: In order to assess the existing noise conditions in the area, long-term (24-hour) noise-level measurements were conducted between March 25 and 26, 2025, using six (6) Larson Davis Spark 706RC Dosimeters at six locations surrounding the project site, representative of the existing ambient noise levels at the nearest off-site sensitive receptors. **Figure 4.13-1, Noise Monitoring Locations,** shows the long-term noise monitoring locations.

The six monitoring sites were selected to: (1) capture noise exposure patterns in all principal directions toward adjacent sensitive receptors; (2) represent the closest residential interfaces and other sensitive uses; (3) capture both direct and partially attenuated noise propagation paths from the Los Alamitos Race Course; and (4) reflect varying proximities to roadway traffic corridors that influence ambient noise levels. Collectively, the selected locations provide a representative characterization of existing off-site ambient noise conditions that sensitive receptors experience under typical operational circumstances.

This page intentionally left blank



FIGURE 4.13-1

Specific Plan 3.0 Buildout Project

Noise Monitoring Locations

SOURCE: Vantor (4/16/2024)

I:\C\CCP2201.050\GIS\Pro\Los Alamitos Race Course Development Project\Los Alamitos Race Course Development Project.aprx (Fig 4-13 - Noise Monitoring Locations)
11/12/2025 2:34 PM

This page intentionally left blank

Noise measurements were conducted during periods when simulcast racing activities were occurring at the Los Alamitos Race Course, as simulcast wagering represents a typical operational condition when the facility is open to patrons. Simulcast racing, in which races from other tracks are broadcast and wagered on at the Los Alamitos Race Course grandstand and outdoor areas, is offered daily with gates opening in the morning for simulcast viewing and wagering activities. Measurements collected during active simulcast operations are representative of routine daytime use of the race course and were used to characterize existing ambient and activity-related noise conditions for the operational noise analysis.[1]

Construction Methodology: Consistent with the Caltrans Technical Noise Supplement[2] and FTA[3] construction noise assessment guidance, construction noise impacts were evaluated using a conservative, worst-case modeling approach. This scenario assumes that grading activities would occur concurrently on five lots—Lots 2, 4, 7, 12, and 13—with full grading of Lots 4, 12, and 13, as well as partial grading of the southern 8 acres of Lot 2 and the northern 11 acres of Lot 7. The purpose of this model run is to capture the potential for overlapping construction schedules and to model the potential worst-case scenario for grading activities. As such, this modeling run focuses solely on grading to represent the most intensive construction activities that would generate peak construction emissions.

The modeled scenario reflects the maximum reasonable construction intensity, assuming the greatest number of noise-generating equipment operating concurrently, and the closest potential proximity of equipment to nearby noise-sensitive receptors. Equipment sound levels and usage assumptions were based on FTA reference construction noise levels, with noise levels calculated as hourly average equivalent sound levels (Leq) at representative receptor locations.

This conservative methodology is consistent with Caltrans and FTA guidance, which recommends evaluating the loudest anticipated construction phase under peak equipment operation conditions to ensure that predicted noise levels reasonably represent worst-case conditions. As such, the results of this analysis provide a robust and protective assessment of potential construction noise impacts associated with the proposed project.

Operational Noise Evaluation Methodology: Potential operational noise impacts associated with the proposed project were evaluated using available project information, including the site plan, proposed land uses, anticipated operational characteristics, and typical noise sources associated with similar commercial and mixed-use developments. The analysis considered to the extent possible on-site stationary noise sources such as heating, ventilation, and air conditioning (HVAC) equipment, as well as intermittent operational activities including parking lot circulation, loading and unloading, refuse collection, and maintenance activities. In the absence of project-specific equipment

1 Los Alamitos Race Course. 2025. Simulcast Racing Information, Los Alamitos, CA. Website: https://losalamitos.com (accessed December 15, 2025).

2 California Department of Transportation (Caltrans). 2013. *Technical Noise Supplement (TeNS)* Sacramento, CA.

3 Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual*, Report No. FTA-0123. Washington, DC: U.S. Department of Transportation.

specifications at this stage of design, the evaluation relied on standard noise levels for typical equipment and activities and professional judgment to assess compliance with applicable City of Cypress Municipal Code noise standards at nearby noise-sensitive receptors.

4.13.2.2 Characteristics of Sound

Noise is usually defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm, or when it has adverse effects on health.

To the human ear, sound has two important characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a wave resulting in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity is the average rate of sound energy transmitted through a unit area perpendicular to the direction in which the sound waves are traveling. This characteristic of sound can be precisely measured with instruments. In analyzing the potential noise impacts of a proposed project, the existing noise environment in the vicinity of the project site is identified and the potential noise effects of the project are evaluated in terms of sound intensity and the effect on adjacent sensitive land uses.

4.13.2.3 Measurement of Sound

Sound intensity is measured through the A-weighted decibel (dBA) scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Decibels (dB), unlike the linear scale (e.g., inches or pounds), is a scale based on powers of 10.

Each interval of 10 dB indicates a sound energy 10 times greater than before. For example, 20 dB is 10 times more intense than 10 dB, 30 dB is 100 times more intense than 10 dB, and 40 dB is 1,000 times more intense than 10 dB. The decibel scale increases as the square of the change, representing the sound pressure energy. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as a doubling of the loudness of the sound. Ambient sounds generally range from 30 dB (very quiet) to 100 dB (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is applicable to noise generated by stationary equipment. If noise is produced by a line source (which approximates the effect of several point sources), such as highway traffic or railroad operations, the sound decreases 3 dB for each doubling of distance in a hard site environment. Line source sound levels decrease 4.5 dB for each doubling of distance in a relatively flat environment with absorptive vegetation.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also account for the annoying effects of sound. The L_{eq} is the total sound

energy of time-varying noise over a sample period. However, the predominant rating scales for communities in the State of California are the L_{eq} and CNEL or the L_{dn} based on A-weighted decibels. CNEL is the time-weighted average noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noises occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the relaxation. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable.

Other noise rating scales used when assessing the annoyance factor of noise include the maximum noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. Short-term noise impacts are specified in terms of maximum levels denoted by L_{max}. L_{max} reflects peak operating conditions and addresses the annoying aspects of intermittent noise. For enforcement purposes, it is often used with another noise scale (or noise standards in terms of percentile noise levels) in noise ordinances. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level, and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period.

4.13.2.4 Vibration

According to the United States Department of Transportation (USDOT) FTA's 2018 *Transit Noise and Vibration Impact Assessment Manual* (FTA Manual), vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or anthropogenic causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency. Vibration is often described in units of velocity (inches per second) and discussed in decibel units in order to compress the range of numbers required to describe vibration. Vibration impacts are generally associated with activities such as train operations, construction, and heavy truck movements.

Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile-driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with both ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 feet of the vibration source, although there are examples of ground-borne vibration causing interference out to distances greater than 200 feet as detailed in the 2018 FTA Manual. When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. It is assumed for most projects that the roadway surface will be smooth enough that ground-borne vibration from street traffic will not exceed the impact criteria; however, construction of the project could result in ground-borne vibration that may be perceptible and annoying.

Ground-borne vibration has the potential to disturb people and damage buildings. Although it is very rare for train-induced ground-borne vibration to cause even cosmetic building damage, it is not uncommon for construction processes such as blasting and pile-driving to cause vibration of sufficient amplitudes to damage nearby buildings.[4] Ground-borne vibration is usually measured in terms of vibration velocity, either the root-mean-square (RMS) velocity or peak particle velocity (PPV). The RMS is best for characterizing human response to building vibration, and PPV is used to characterize the potential for damage. Decibel notation acts to compress the range of numbers required to describe vibration. Vibration velocity level in decibels is defined as

$$Lv = 20 \log10 [V/Vref]$$

where "Lv" is the vibration velocity in decibels (VdB), "V" is the vibration amplitude, and "Vref" is the reference velocity amplitude, or 1×10^{-6} inches per second (in/sec) used in the United States.

4.13.3 Regulatory Setting

The following section describes the federal, State, regional, and local regulatory framework applicable to analyzing potential impacts related to noise from development of the proposed project.

4.13.3.1 Federal Regulations

Federal Transit Administration. The USDOT Federal Transit Administration (FTA) identifies guidelines for the maximum acceptable vibration levels for different types of land uses. These guidelines are based on the potential for interference or annoyance from vibration levels in a building and the potential for building damage. According to the FTA, ground vibrations from construction activities generally do not reach levels that can damage structures, but they can achieve the audible and feel-able ranges in buildings very close to the construction site. Exceptions include non-engineered timber and masonry buildings such as residential buildings and old or fragile buildings, where special care must be taken to avoid damage. Construction activity can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures, and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment, such as air compressors, light trucks, and hydraulic loaders, generates little or no ground vibration.

United States Noise Control Act. In 1972, Congress enacted the United States Noise Control Act. This act authorized the United States Environmental Protection Agency (USEPA) to publish descriptive data on the effects of noise and establish levels of sound "requisite to protect the public welfare with an adequate margin of safety." These levels are separated into health (hearing loss levels) and welfare (annoyance levels). For protection against hearing loss, 96 percent of the population would be protected if sound levels are less than or equal to 70 dBA during a 24-hour period of time. At 55 dBA L_{dn}, 95 percent sentence clarity (intelligibility) may be expected at 11 feet, with no community reaction. However, 1 percent of the population may complain about noise at this level and 17 percent

[4] Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual*, Report No. FTA-0123. Washington, DC: U.S. Department of Transportation.

may indicate annoyance. The USEPA cautions that these identified levels are guidelines, not standards.

4.13.3.2 State Regulations

Noise Control Act (Health & Saf. Code §§ 46000-46080). The California Noise Control Act states that excessive noise is a serious hazard to public health and welfare and that it is the policy of the State to provide an environment for all Californians that is free from noise that jeopardizes their health or welfare. The goal is to minimize the number of people that would be exposed to excessive noise but not create an environment completely free from any noise.

State of California General Plan Guidelines. The State of California regulates vehicular and freeway noise affecting classrooms, sets standards for sound transmission and occupational noise control, and identifies noise insulation standards and airport noise/land-use compatibility criteria. The State of California OPR's 2017 *General Plan Guidelines* (OPR 2017), also provide guidance for the acceptability of projects within specific Community Noise Equivalent Level (CNEL)/day-night average noise level (L_{dn}) contours. The General Plan Guidelines present adjustment factors that may be used in order to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

State of California Code of Regulations (CCR Title 24, Chapter 12, Section 1206.4). Interior noise levels for residential habitable rooms are regulated by Title 24 of the California Code of Regulations (CCR) California Noise Insulation Standards. Title 24, Chapter 12, Section 1206.4, of the 2019 California Building Code requires that interior noise levels attributable to exterior sources not exceed 45 CNEL/L_{dn} in any habitable room. A habitable room is a room used for living, sleeping, eating, or cooking. Bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable rooms for this regulation.

4.13.3.3 Regional Regulations

There are no regional regulations related to noise that are applicable to the proposed project.

4.13.3.4 Local Regulations

City of Cypress General Plan. The development of effective strategies to reduce impacts of excessive noise is an essential part of the land use planning process. Since 1971, the Noise Element has been one of the seven mandatory elements of a General Plan. The Noise Element requires that noise sources be considered in establishing land use patterns so as to minimize exposure of residents to excessive noise. The Noise Element of the City's General Plan[5] works to achieve and maintain environmental noise levels compatible with land use by establishing goals, policies, and programs to ensure that Cypress residents will be protected from excessive noise. The City's Noise Element serves as a guideline for compliance with the State's noise insulation standards. Applicable Noise Element objectives and policies include the following:

[5] City of Cypress. 2001. *Cypress General Plan Noise Element*. Website: https://www.cypressca. org/home/showpublisheddocument/718/636123119313270000 (accessed June 3, 2023).

- **N-1** Reduce noise impacts from transportation noise sources.
- **N-2** Incorporate noise considerations into land use planning decisions.
- **N-3** Minimize noise spillover from commercial uses into nearby residential neighborhoods.
- **N-4** Minimize the noise impacts associated with the development of residential units above ground floor commercial uses in mixed use developments.
- **N-5** Develop measures to control non-transportation noise impacts.

Additionally, the City's General Plan Noise Element has established interior and exterior noise standards for various land use categories shown in **Table 4.13.A: City of Cypress Interior and Exterior Noise Standards**. As shown in **Table 4.13.A**, the City's exterior and interior noise standards are 50–60 A-weighted decibels (dBA) CNEL and 45–55 dBA CNEL, respectively, for single- and multifamily residences. It should be noted that the City's exterior noise standard only applies to private yards of single-family residences, private patios, or balconies of multifamily residences which are served by a means of exit from inside the dwelling, mobile home parks, park picnic areas, and school playgrounds. Multifamily residences with balconies that are 6 feet deep or less are exempt from the City's exterior noise standard. Although the City's interior noise standard is 45–55 dBA CNEL, the interior noise standard of 45 dBA CNEL was used for a conservative noise analysis.

Table 4.13.A: City of Cypress Interior and Exterior Noise Standards

Land Use Categories		dBA CNEL	
Categories	**Uses**	**Interior[1]**	**Exterior[2]**
Residential	Single Family Duplex, Multiple Family	45[3]–55	50–60
	Mobile Home	45	65[4]
Commercial Industrial	Hotel, Motel, Transient Lodging	45	--
	Commercial Retail, Bank, Restaurant	55	--
	Office Building, Research and Development, Professional Offices, City Office Building	50	--
	Amphitheater, Concert Hall Auditorium, Meeting Hall	45	--
	Gymnasium (Multipurpose)	50	--
	Sports Club	55	--
	Manufacturing, Warehousing, Wholesale, Utilities	65	--
	Movie Theaters	45	--
Institutional	Hospital, Schools' Classrooms	45	65
	Church, Library	45	--
Open Space	Parks	--	65

Source: *City of Cypress General Plan Noise Element*, Table N-3.

[1] Indoor environmental including: bedrooms, living areas, bathrooms, toilets, closets, corridors.

[2] Outdoor environments limited to: private yards of single-family residences, private patios, or balconies of multifamily residences which are served by a means of exit from inside the dwelling (balconies 6 ft deep or less are exempt), mobile home parks, park picnic areas, and school playgrounds.

[3] Noise level requirement with closed windows. Mechanical ventilation system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of the Uniform Building Code.

[4] Exterior noise levels should be such that interior noise levels will not exceed 45 dBA CNEL.

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibels

Although the City has not adopted exterior noise standards for hotels, movie theaters, and commercial uses, the City has established an interior noise standard of 45 dBA CNEL for hotels and movie theaters and an interior noise standard of 55 dBA CNEL for commercial retail and restaurant uses.

City of Cypress Municipal Code.

Construction Noise Standards. Section 13-70(e) of the City's Municipal Code states that "noise sources associated with construction, repair, remodeling or grading of any real property, provided said activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, and before 9:00 a.m. and after 8:00 p.m. on Saturdays, or at any time on Sundays or a federal holiday."

Operational Noise Standards. Sections 13-68 and 13-69 of the City's Municipal Code has established exterior and interior noise standards for residential uses from stationary noise sources. The exterior and interior stationary source noise standards are shown in **Table 4.13.B: Exterior Noise Level Standards** and **Table 4.13.C: Interior Noise Level Standards**, respectively. Based on the City's Municipal Code, residential land uses adjacent to the project site in the City of Cypress are designated as Noise Zone 2 because they are zoned as Planned Business Park.

Table 4.13.B: Exterior Noise Level Standards

Noise Zone	Noise Level (dBA L_{eq})	Time Period
1	55	7:00 a.m. – 10:00 p.m.
	50	10:00 p.m. – 7:00 a.m.
2	60	7:00 a.m. – 10:00 p.m.
	55	10:00 p.m. – 7:00 a.m.

Source: *City of Cypress Municipal Code* Section 13-68 (a) (2025).
dBA = A-weighted decibels
L_{eq} = Average Hourly Noise Level

Table 4.13.C: Interior Noise Level Standards

Noise Zone	Noise Level (dBA L_{eq})	Time Period
1 and 2	55	7:00 a.m. – 10:00 p.m.
	45	10:00 p.m. – 7:00 a.m.

Source: *City of Cypress Municipal Code* (2025).
dBA = A-weighted decibels
L_{eq} = Average Hourly Noise Level

Section 13-69(a), as shown in **Table 4.13.C**, presents the interior noise level standards for all residential zones.

Vibration Standards. The City does not have vibration standards in the City's General Plan or Municipal Code, so the vibration standards included in the 2018 FTA Manual are used in this analysis for ground-borne vibration impacts on human annoyance and building damage. The criteria for environmental impact from ground-borne vibration are based on the maximum levels for a single

event. **Table 4.13.D: Interpretation of Vibration Criteria for Detailed Analysis** provides the criteria for assessing the potential for interference or annoyance from vibration levels in a building.

Table 4.13.D: Interpretation of Vibration Criteria for Detailed Analysis

Land Use	Max L_v (VdB)[1]	Description of Use
Workshop	90	Vibration that is distinctly felt. Appropriate for workshops and similar areas not as sensitive to vibration.
Office	84	Vibration that can be felt. Appropriate for offices and similar areas not as sensitive to vibration.
Residential Day	78	Vibration that is barely felt. Adequate for computer equipment and low-power optical microscopes (up to 20×).
Residential Night and Operating Rooms	72	Vibration is not felt, but ground-borne noise may be audible inside quiet rooms. Suitable for medium-power microscopes (100×) and other equipment of low sensitivity.

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
[1] As measured in 1/3-Octave bands of frequency over the frequency range 8 to 80 Hertz.
FTA = Federal Transit Administration
Max = maximum
L_V = velocity in decibels
VdB = vibration velocity decibels

Table 4.13.E: Construction Vibration Damage Criteria lists the potential vibration damage criteria associated with construction activities, as suggested in the FTA Manual. The FTA Manual guidelines show that a vibration level of up to 0.5 inch per second (in/sec) in peak particle velocity (PPV) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a nonengineered timber and masonry building, the construction vibration damage criterion is 0.2 in/sec in PPV.

Table 4.13.E: Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
Reinforced concrete, steel, or timber (no plaster)	0.50
Engineered concrete and masonry (no plaster)	0.30
Nonengineered timber and masonry buildings	0.20
Buildings extremely susceptible to vibration damage	0.12

Source: *Transit Noise and Vibration Impact Assessment Manual*, Table 12-3 (FTA 2018).
[1] RMS vibration velocity in decibels (VdB) re 1 micro-inch/second.
FTA = Federal Transit Administration
in/sec = inches per second
L_V = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity in decibels

4.13.4 Existing Environmental Setting

4.13.4.1 Overview of the Existing Noise Environment

The primary existing noise sources in the vicinity of the Buildout Area comes from surrounding roadways. Traffic on Katella Avenue, Lexington Drive, and West Cerritos Avenue are a steady source of ambient noise. Other sources of noise in the vicinity of the Buildout Area include aircraft noise from JFTB Los Alamitos, commercial activity, and day to day residential activity.

Additionally, within the Buildout Area sources of ambient noise include the existing commercial activity and event noise at the Los Alamitos Race Course. Noise generated from commercial activity includes parking lot activities, rooftop heating ventilation air conditioning (HVAC) equipment, trash pick-up, and truck delivery and truck unloading activities. Noise generated from events held at the Los Alamitos Race Course includes parking lot activities, crowd noise, and the public announcement system.

The Los Alamitos Race Course conducts year-round live Quarter Horse racing on Fridays through Sundays, with post times beginning at 7:00 p.m. on Fridays, 6:00 p.m. on Saturdays, and 5:00 p.m. on Sundays, and concluding by approximately 11:00 p.m. In addition, the facility hosts up to three Thoroughbred racing events each year. Outside of live racing events, the race course operates daily simulcast racing, during which races from other tracks are broadcast for on-site viewing and wagering during daytime hours. Simulcast operations represent a typical operational condition when the facility is open to patrons and contribute to routine daytime activity levels at the site.

4.13.4.2 Existing Sensitive Land Uses in the Project Vicinity

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Noise-sensitive land uses include residences, hospitals, school classrooms, churches, libraries, and parks. The closest noise-sensitive uses are the Melia Homes located south of Lot 11 and east of Lot 12 and the residential uses located south of Lot 3 and west of Lot 13. Other sensitive uses, including receptors located across Cerritos Avenue, are situated at a far enough distance from the project site and therefore would not experience noise levels associated with project construction or operation. **Table 4.13.F: Off-Site Sensitive Receptors** lists the sensitive receptors surrounding the Buildout Area.

Table 4.13.F: Off-Site Sensitive Receptors

Receptor	Direction	Distance (ft)
Single-family Residential uses opposite Cerritos Avenue	North of Lot 4	100
SeaCoast Grace Church	Northeast of Lot 7	500
Single-family Residential uses	East of Lot 12	10
Single-family Residential uses	South of Lot 3 and West of Lot 13	10
Los Alamitos Seventh-day Adventist Church	South of Lot 13	50

Source: LSA (2025).
ft = foot/feet

4.13.4.3 Existing Noise Levels

Table 4.13.G: Existing Noise Level Measurements provides a summary of the measured hourly noise levels and calculated CNEL level from the long-term noise level measurements as well as a brief description of the locations where the measurements were collected. As shown the calculated CNEL levels range from 53.7 dBA CNEL to 59.7 dBA CNEL. Hourly noise levels at surrounding noise-sensitive uses are as low as 39.9 dBA equivalent continuous sound level (L_{eq}) during nighttime hours and 48.2 dBA L_{eq} during daytime hours.

Table 4.13.G: Existing Noise Level Measurements

Location	Description	Daytime Noise Levels[1] (dBA L_{eq})	Evening Noise Levels[2] (dBA L_{eq})	Nighttime Noise Levels[3] (dBA L_{eq})	Daily Noise Level (dBA CNEL)
LT-1	At the south end of Ethel Circle, on a light pole, approximately 135 feet north of the Cerritos Avenue centerline.	50.9-59.8	48.6-57.9	39.9-50.8	56.0
LT-2	Cottonwood Church, 4505 Katella Avenue, Los Alamitos. In the parking lot on the north side of the property, approximately 55 feet north of the building and 1,170 feet north of the Katella centerline.	50.9-57.0	47.8-50.1	42.1-51.8	55.3
LT-3	Residence Inn, 4931 Katella Avenue, Los Alamitos. In a tree on the northeast corner of the property. Approximately 500 feet north of the Katella Avenue centerline.	49.0-53.6	49.6-52.7	41.9-48.2	53.7
LT-4	Acadia Apartments, 5155 Katella Avenue, Cypress. Near the northwest corner of the building, on a tree. Approximately 735 feet north of the Katella Avenue centerline.	53.5-58.3	51.7-55.3	41.9-52.9	58.0
LT-5	Near 10331 Triple Crown Lane, Cypress. Above the gate on the west edge of the property line. Approximately 1,050 feet north of the Katella Avenue centerline.	48.2-58.9	50.2-52.3	41.1-46.5	54.5
LT-6	SeaCoast Grace Church, 5100 West Cerritos Avenue. On a light pole in the parking lot. Approximately 435 feet south of the Cerritos Avenue centerline.	49.0-62.7	58.6-62.4	39.9-47.1	59.7

Source: LSA (2025).
Note: Noise measurements were conducted from March 25 to March 26, 2025, starting at 12:00 p.m.
[1] Daytime Noise Levels = noise levels during the hours of 7:00 a.m. to 7:00 p.m.
[2] Evening Noise Levels = noise levels during the hours from 7:00 p.m. to 10:00 p.m.
[3] Nighttime Noise Levels = noise levels during the hours of 10:00 p.m. to 7:00 a.m.
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibel
ft = foot/feet
L_{eq} = the average noise level during a specific hour
LT = long-term measurement

It should be noted that these measured levels include existing walls and shielding from existing structures.[6] Based on the modeled traffic noise levels (see **Table 4.13.G**), the existing noise levels along Cerritos Avenue Between Lexington Drive and Walker Street is 69.1 dBA CNEL at 50 ft from the center of nearest lane.

4.13.4.4 Existing Aircraft Noise Levels

JFTB Los Alamitos is located approximately 0.6 mile south of the Buildout Area. According to the *Airport Environs Land Use Plan for JFTB Los Alamitos* and Exhibit SAF-8 in the Safety Element of the City's General Plan, the Buildout Area is within the 60 dBA CNEL noise contour, but outside of the 65 dBA CNEL noise contour for JFTB Los Alamitos. Although the Buildout Area is located within Noise Impact Zone 2 (moderate noise impact), it is outside of Noise Impact Zone 1 (high noise impact) defined by the Airport Environs Land Use Plan.

The second closest airport is the Long Beach Municipal Airport, located approximately 5.3 miles west of the Buildout Area. According to the Los Angeles County Airport Land Use Plan, the Buildout Area is located outside of the 65 dBA CNEL noise contour for Long Beach Municipal Airport. Therefore, aircraft noise generated from the two closest airports does not currently expose people residing or working on the Buildout Area to excessive noise levels due to the proximity of a public airport.

4.13.5 Thresholds of Significance

The thresholds of significance for noise impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to noise if it would:

Threshold 4.13.1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

Threshold 4.13.2: Generation of excessive groundborne vibration or groundborne noise levels; or

Threshold 4.13.3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

[6] LT-1 was taken at the cul-de-sac on Ethel Circle. The existing residences and 6-foot wall along Cerritos Avenue reduced the noise level, as shown in **Table 4.13.G.**

For Threshold 4.13.1, the following noise level increases were used to determine whether the project would result in a significant noise impact:

- For off-site transportation noise—used to assess operational impacts—an increase of more than 3 dBA CNEL compared to the without-project condition would constitute a potentially significant impact.

- For non-transportation-related stationary sources (e.g., HVAC equipment), which are evaluated as part of operational noise impacts, noise levels should not exceed 55 dBA L_{eq} during daytime hours (7:00 a.m. to 10:00 p.m.) or 45 dBA Leq during nighttime hours (10:00 p.m. to 7:00 a.m.).

- For construction-related impacts compliance with the City's Municipal Code and exceedance of the FTA standards listed above and in **Table 4.13.D**. Specifically, to provide a comprehensive and conservative analysis, the operational noise level limits were used to evaluate noise generated from project construction. The anytime maximum daytime exterior noise level of 80 dBA L_{max} for residential uses in the City of Cypress was used as the acceptable threshold for determining impacts at noise-sensitive land uses from project construction. This threshold is considered a reasonable threshold of significance for potential construction noise impacts because the City of Cypress has established maximum exterior noise standards to control operational noise levels. This is a conservative threshold because Section 13-70(e) of the City's Municipal Code states that "noise sources associated with construction, repair, remodeling or grading of any real property, provided said activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, and before 9:00 a.m. and after 8:00 p.m. on Saturdays, or at any time on Sundays or a federal holiday."

4.13.6 Project Impacts

Threshold 4.13.1: **Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Less Than Significant Impact.

Construction Noise Impacts. Short-term noise impacts would be associated with demolition of the existing structures, excavation, grading, and construction of the proposed buildings. Construction noise associated with the proposed project would be temporary and would vary depending on the nature of the construction activities. Construction of individual improvements within the Buildout Area would occur in phases over time as specific development components are implemented and as tenants move in. Accordingly, construction-related noise would not occur simultaneously across the entire site, but rather intermittently and in localized areas corresponding to active work zones. Because construction activities are temporary, mobile, and phased, impact evaluations focus on peak construction scenarios representing the loudest equipment mix and closest receptor distance during each anticipated phase of development.

However, to provide a conservative assessment, the scenario used to calculate potential construction noise assumed concurrent grading on five lots—Lots 2, 4, 7, 12, and 13—with full grading of Lots 4, 12, and 13, as well as partial grading of the southern 8 acres of Lot 2 and the northern 11 acres of Lot 7. The purpose of this model run is to capture the potential for overlapping construction schedules and to model the potential worst-case scenario for grading activities. As such, this modeling run would represent the most intensive construction activities that would generate peak construction emissions.

Noise generated would primarily be associated with the operation of off-road equipment for on-site construction activities as well as construction vehicle traffic on surrounding roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Other primary sources of acoustic disturbance would be random incidents, such as dropping large pieces of equipment or the hydraulic movement of machinery lifts. During construction, exterior noise levels could negatively affect residences and the church in the vicinity of the construction site. Construction-related short-term noise levels would be higher than existing ambient noise levels in the vicinity of the Buildout Area at the present time but would no longer occur once construction of the proposed project is completed.

Two types of short-term noise impacts could occur during construction within the Buildout Area: (1) construction traffic, and (2) construction equipment.

Construction Traffic. Construction crew commutes and the transport of construction equipment and materials to the Buildout Area would incrementally increase noise levels on access roads leading to the site. Construction would occur in phases over time, rather than as a single, continuous operation, such that construction-related vehicle trips would be distributed temporally and would not occur at peak intensity across the entire Buildout Area at once.

However, certain construction activities—such as concrete foundation pours or utility installation—typically require concentrated truck activity over a short duration. During a concrete pour, ready-mix trucks may arrive at regular intervals over several hours to maintain proper curing and placement of the material. These deliveries are temporary and episodic, generally occurring over one or several days for a given building pad. Similarly, hauling activities associated with site preparation, export of soil, or delivery of structural materials may result in periods of elevated heavy-truck traffic during discrete phases of construction. These construction-related trucks would utilize established arterial and collector roadways that currently accommodate commercial and industrial traffic associated with the surrounding land uses and the Los Alamitos Race Course. Heavy vehicles would access the site from designated truck routes and regional transportation corridors, and would depart along the same roadway network toward material suppliers, batch plants, disposal facilities, or regional freeways. As such, construction vehicle traffic would be dispersed along the existing roadway system rather than concentrated on local residential streets.

While individual heavy trucks can generate intermittent, short-duration single-event noise levels that are perceptible to nearby receptors, these events would not substantially affect longer-term (hourly or daily) ambient traffic noise levels because: (1) construction truck volumes represent a small fraction of total daily traffic on primary access routes; (2) the loudest vehicle usage are brief in duration; and (3) construction-related traffic would be temporary and phased rather than continuous over the life of the project. Accordingly, although short-term increases in heavy-truck activity may be noticeable

during specific activities such as concrete pours or material hauling, these increases would not result in a substantial temporary or permanent increase in roadway noise levels.

Existing average daily traffic (ADT) volumes along primary access routes are relatively high, with approximately 21,860 vehicles per day on Cerritos Avenue and 36,120 vehicles per day on Katella Avenue.[7] As a general rule, traffic volumes on a roadway would typically need to double in order to result in an increase in traffic noise levels of approximately 3 dBA, which is the minimum change generally considered perceptible to the human ear in an outdoor environment. Construction-related vehicle trips, including worker commutes and equipment delivery trips, would be substantially lower than existing traffic volumes and would not approach a doubling of traffic on these roadways.

Because construction-related vehicle trips would not approach existing daily traffic volumes on nearby roads, any increase in traffic noise would be less than 3 dBA and therefore would not be perceptible. It should also be noted that removal of the existing improvements associated with the Los Alamitos Race Course would result in cessation of race track operations during demolition and subsequent construction activities. With the track no longer operating, the existing traffic generated by patrons, employees, vendors, and event-related activities would be substantially reduced or eliminated. As such, construction-related vehicle trips would, in part, replace rather than add to existing operational traffic volumes, thereby offsetting potential roadway noise increases. Accordingly, short-term construction-related noise impacts associated with worker commutes and equipment transport to the Buildout Area would be less than significant.

Construction Equipment. The second category of short-term noise impacts relates to noise generated by construction activities. As development within the Buildout Area would occur on a project-by-project basis and the specific design and sequencing of those projects cannot be determined at this time, LSA evaluated a conservative construction noise scenario. This scenario represents the maximum potential noise exposure that could reasonably occur during project implementation and therefore provides a robust basis for impact assessment.

For purposes of noise modeling, the analysis assumes the simultaneous construction of five selected lots (Lots 2, 4, 5, 12, and 13), including demolition and removal of the existing improvements associated with Los Alamitos Race Course and the simultaneous construction of five projects in the Buildout Area. This condition represents the greatest potential disturbance as it involves the highest concentration of construction activity, the greatest number of pieces of heavy equipment operating at the same time and overlapping demolition and earthwork activities that generate the loudest construction noise levels.

The modeled peak condition reflects the construction phase expected to generate the highest noise levels at adjacent off-site sensitive receptors, including the nearby residential uses located east of Lot 12. By assuming overlap of multiple development projects and associated construction activities and equipment usage, the analysis applies a conservative approach. While the simultaneous construction of five projects is not anticipated, it provides a worst-case analysis of actual construction noise levels, ensuring analysis of the reasonable worst-case impacts.

[7] Kimley-Horn and Associates, Inc. 2025. *Cypress Specific Plan 3.0 Buildout Project*. July.

In addition to the reference maximum noise level[8], the usage factor provided in **Table 4.13.H: Typical Maximum Construction Equipment Noise Levels (L_{max})** is utilized to calculate the hourly noise level impact for each piece of equipment based on the following equation:

$$L_{eq}(equip) = E.L. + 10\log(U.F.) - 20\log\left(\frac{D}{50}\right)$$

$$L_{eq}(equip) = E.L. + 10\log(U.F.) - 20\log\left(\frac{D}{50}\right)$$

$$L_{eq}(equip) = E.L. + 10\log(U.F.) - 20\log\left(\frac{D}{50}\right)$$

where: $L_{eq}(equip)$ = L_{eq} at a receiver resulting from the operation of a single piece of equipment over a specified time period

E.L. (Emission Level) = noise emission level of the particular piece of equipment at a reference distance of 50 feet

U.F. (Usage Factor) = usage factor that accounts for the fraction of time that the equipment is in use over the specified period of time (Usage Factor)

D (Distance) = distance from the receiver to the piece of equipment

Table 4.13.H: Typical Maximum Construction Equipment Noise Levels (L_{max})

Type of Equipment	Acoustical Usage Factor	Maximum Sound Levels for Analysis (dBA L_{max} at 50 ft)
Air Compressor	40	80
Backhoe	40	80
Cement Mixer	50	80
Concrete/Industrial Saw	20	90
Crane	16	85
Excavator	40	85
Forklift	40	85
Generator	50	82
Grader	40	85
Loader	40	80
Pile Driver	20	101
Paver	50	85
Roller	20	85
Rubber Tire Dozer	40	85
Scraper	40	85
Tractor	40	84
Truck	40	84
Welder	40	73

Source: Federal Highway Administration. *Highway Construction Noise Handbook* (FHWA 2006).
dBA = A-weighted decibel(s)
ft = foot/feet
L_{max} = maximum instantaneous noise level

[8] The reference maximum noise level represents the loudest single momentary noise event recorded during a measurement period.

Each piece of construction equipment operates as an individual point source. Utilizing the following equation, a composite noise level can be calculated when multiple sources of noise operate simultaneously:

$$Leq\ (composite) = 10 * \log_{10}\left(\sum_{1}^{n} 10^{\frac{Ln}{10}}\right)$$ $Leq\ (composite) = 10 * \log_{10}\left(\sum_{1}^{n} 10^{\frac{Ln}{10}}\right)$

Once composite noise levels are calculated, reference noise levels can then be adjusted for distance using the following equation:

$$Leq\ (at\ distance\ X) = Leq\ (at\ 50\ feet) - 20 * \log_{10}\left(\frac{X}{50}\right) Leq\ (at\ distance\ X)$$
$$= Leq\ (at\ 50\ feet) - 20 * \log_{10}\left(\frac{X}{50}\right)$$

In general, this equation shows that doubling the distance would decrease noise levels by 6 dBA, while halving the distance would increase noise levels by 6 dBA.

Using the equations from the methodology above, the reference information in **Table 4.13.H**, and the construction equipment list provided, the composite noise level was calculated. Based on the construction scenarios analyzed the following conclusions can be drawn:

- Project construction composite noise levels at a distance of 50 feet would be up to 90 dBA L_{eq}, with the highest noise levels occurring during the demolition and grading phases;
- At the nearest sensitive receptor at a distance of 165 feet, which represents the distance from the center of construction activity to the nearest noise-sensitive residential uses south of Lot 11 and east of Lot 12, the combined noise level during construction would reach up to 79 dBA L_{eq};
- At a distance of 410 feet, which represents the distance from the center of construction activity to the nearest noise-sensitive residential uses to the south of Lot 3 and west of Lot 13 construction noise levels would reach up to 72 dBA L_{eq}.

As shown in **Table 4.13.G**, the calculated CNEL levels range from 53.7 dBA CNEL to 59.7 dBA CNEL. Hourly noise levels at surrounding noise-sensitive uses are as low as 39.9 dBA equivalent continuous sound level (L_{eq}) during nighttime hours and 48.2 dBA L_{eq} during daytime hours. The predicted noise levels assume all construction equipment is operating simultaneously during demolition followed by grading; therefore, the noise levels are conservative in nature.

Construction activities would comply with the City of Cypress Noise Ordinance, which expressly permits construction during specified daytime hours. Construction would occur outside of the nighttime hours and only occur during the permitted construction hours from 7:00 a.m. to 8:00 p.m. on weekdays and 9:00 a.m. to 8:00 p.m. on Saturdays. Construction would not be permitted outside of these hours or on Sundays or federal holidays. The City's construction-hour restrictions were established to minimize disruption to nearby sensitive receptors by prohibiting construction activities during nighttime and other low-ambient-noise periods when residents are more likely to be sleeping or otherwise sensitive to noise. Compliance with these established time limitations would ensure that

construction noise occurs only during periods deemed acceptable by the City to avoid substantial disturbance to surrounding residential and other noise-sensitive land uses. There is potential that during certain construction activities, like mat foundation pours or utility installation, work may need to occur on a 24-hour rotation. In those situations, a temporary use permit may be obtained from the City's Community Development Director. The application would have to detail why compliance with standard construction hours cannot be achieved and the duration of the scheduled event. The City requires at least 10 days to process a request for a temporary use permit.

Construction activities within the Buildout Area would generate temporary increases in noise levels at nearby sensitive receptors, including residential uses and other noise-sensitive land uses. Short-term exposure to elevated construction noise may result in temporary annoyance, speech interference, or sleep disturbance if occurring during early morning or nighttime hours. However, health guidance indicates that long-term adverse health effects—such as cardiovascular outcomes, chronic stress responses, or hearing impairment—are generally associated with prolonged, chronic exposure at elevated noise levels, rather than intermittent and temporary construction noise. The World Health Organization has concluded that adverse health effects are primarily linked to sustained environmental noise exposure over extended periods, particularly nighttime exposure affecting sleep.[9] Similarly, the U.S. Environmental Protection Agency identifies much higher continuous exposure levels (e.g., long-term average levels approaching or exceeding 85 dBA) as associated with measurable health risks.[10] Because construction activities would be temporary, phased, and restricted to daytime hours in accordance with City standards, and because receptors would not be exposed to sustained high noise levels over long durations, the potential for long-term adverse health impacts would be minimal.

Although construction noise levels would temporarily exceed existing ambient noise levels in the vicinity of the Buildout Area, such increases would be short term and limited to the duration of active construction. Project construction would be conducted in accordance with the City of Cypress Noise Ordinance, including compliance with permitted construction hours and operational requirements designed to protect nearby sensitive receptors. Because construction activities would comply with the City's established regulatory framework, construction-related noise impacts would be temporary and would not result in a substantial adverse effect. Therefore, impacts would be less than significant.

Operational Traffic Noise Impacts. The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108) was used to evaluate traffic-related noise conditions in the vicinity of the Buildout Area. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resultant noise levels are weighted and summed over 24-hour periods to determine the Community Noise Equivalent Level (CNEL) values.

---

9 World Health Organization (WHO). 2018. *Environmental Noise Guidelines for the European Region.* Copenhagen: WHO Regional Office for Europe.

10 United States Environmental Protection Agency (USEPA). 1974. *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety*. Washington, DC: U.S. Environmental Protection Agency, Office of Noise Abatement and Control.

The existing and existing plus project traffic volumes in the vicinity of the Buildout Area were obtained from the Traffic Analysis prepared for the proposed project (Kimley Horn 2025). **Table 4.13.I: Traffic Noise Levels Without and With Proposed Project** lists the existing, existing plus project, buildout Year 2038, and buildout year 2038 plus project traffic noise levels adjacent to roadway segments in the Buildout Area vicinity. These noise levels represent worst-case scenarios, which assume that no shielding is provided between the traffic and the location where the noise contours are drawn.

The results indicate that the increase in noise associated with project-related traffic, comparing existing without project traffic volumes to existing plus project traffic volumes, would be up to 0.3 dBA CNEL along the analyzed road segments. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Because project-related traffic would not result in a perceptible increase (i.e., 3 dBA or greater) in ambient roadway noise levels, off-site traffic noise impacts would be less than significant. No mitigation is required.

Operational Stationary Noise Impacts. Implementation of the proposed project would generate various on-site stationary noise sources, including heating, ventilation, and air conditioning (HVAC) and commercial uses activities such as loading and unloading and parking lot activities. Emergency generators would operate only during periodic testing and maintenance events or in the event of a power outage, and therefore would not represent continuous operational noise sources.

The Cypress Municipal Code limits non-construction noise experienced at surrounding noise-sensitive uses to 55 dBA or less per the hourly daytime noise level standards for Noise Zone 1. Once final architectural plans and mechanical equipment specifications are available for each future project, preparation of a project-specific acoustical analysis would be required to confirm compliance with the City's exterior and interior noise standards related to land use compatibility, as established in City of Cypress Municipal Code Article VII (Noise Control), Sections 13-68, which set forth allowable noise limits by noise zone and authorize the City to require noise measurements or acoustical studies to verify compliance with applicable standards prior to or following project occupancy. As the proposed project would meet the City's noise standards, impacts would be less than significant.

Threshold 4.13.2: Would the project result in generation of excessive ground-borne vibration or ground-borne noise levels?

Less Than Significant Impact. Typical sources of ground-borne vibration are construction activities (e.g., pavement breaking and operating heavy-duty earthmoving equipment), rail activity, and occasional traffic on rough roads. In general, ground-borne vibration from standard construction practices is only a potential issue when within 25 feet of vibration-sensitive uses such as residential uses, hospitals, historical buildings, and non-engineered timber and masonry buildings. Ground-borne vibration levels from construction activities very rarely reach levels that can damage structures; however, these levels are perceptible near the active construction site. With the exception of older buildings built prior to the 1950s or buildings of historic significance, potential structural damage from heavy construction activities rarely occurs. When roadways are smooth, vibration from traffic (even heavy trucks) is rarely perceptible.

Table 4.13.I: Traffic Noise Levels Without and With Proposed Project

Roadway Segment	Existing Without Project		Existing With Project			Buildout Year 2038 Without Project		Buildout Year 2038 With Project		
	ADT	CNEL (dBA) 50 feet from Centerline of Nearest Lane	ADT	CNEL (dBA) 50 feet from Centerline of Nearest Lane	Increase from Existing Conditions	ADT	CNEL (dBA) 50 feet from Centerline of Nearest Lane	ADT	CNEL (dBA) 50 feet from Centerline of Nearest Lane	Increase from Buildout Conditions Without Project
Cerritos Avenue West of Lexington Drive	21,040	68.9	22,480	69.2	0.3	25,440	69.8	27,550	70.1	0.3
Cerritos Avenue Between Lexington Drive and Walker Street	21,860	69.1	23,140	69.3	0.2	25,540	69.8	28,070	70.2	0.4
Cerritos Avenue East of Walker Street	24,860	69.7	26,500	69.9	0.2	27,140	70.0	30,350	70.5	0.5
Lexington Drive North of Cerritos Avenue	6,520	58.6	6,920	58.8	0.2	7,730	59.3	7,970	59.4	0.1
Lexington Drive between Cerritos Avenue and Katella Avenue	5,140	57.5	2,980	55.2	-2.3	2,930	55.1	3,590	56.0	0.9
Walker Street North of Cerritos Avenue	14,560	64.6	9,950	63.0	-1.6	10,360	63.2	11,670	63.7	0.5
Walker Street between Cerritos Avenue and Katella Avenue	17,690	65.5	14,560	64.6	-0.9	13,440	64.3	16,620	65.2	0.9
Katella Avenue West of Lexington Drive	33,850	70.4	34,540	70.4	0.0	38,660	70.9	40,600	71.1	0.2
Katella Avenue between Lexington Drive and Walker Street	36,120	70.6	36,460	70.7	0.1	41,220	71.2	43,040	71.4	0.2
Katella Avenue East of Walker Street	38,250	70.9	39,720	71.1	0.2	43,790	71.5	46,570	71.7	0.2

Source: Compiled by LSA (November 2025).
Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.
Shaded cells indicate roadway segments adjacent to the Buildout Area.
ADT = average daily traffic
CNEL= Community Noise Equivalent Level
dBA = A-weighted decibels

Operational Vibration Impacts. Given the anticipated uses in the Buildout Area, project-related traffic would be the only source of potential vibration impacts to surrounding uses during operation. With respect to potential ground-borne vibration from existing roadway conditions, the roadways surrounding the Buildout Area, including Katella Avenue, Cerritos Avenue, and the existing site driveways, are paved and maintained in generally smooth condition and are therefore unlikely to generate substantial vibration. Typical on-road vehicles, including passenger cars, trucks, and buses, operate on rubber tires and utilize suspension systems that dampen roadway irregularities, making it uncommon for standard vehicular traffic on paved roadways to result in perceptible ground-borne vibration or vibration-related noise at off-site receptors. Accordingly, existing traffic conditions on surrounding roadways are not anticipated to generate significant vibration levels, and a detailed vibration impact analysis for on-road vehicle operations is not warranted

Construction Vibration Impacts. Construction of the proposed project could result in the generation of ground-borne vibration. This construction vibration impact analysis discusses the potential for building damage using vibration levels in PPV (in/sec) because vibration level in PPV is best used to characterize potential for damage. The 2018 FTA Manual guidelines indicate that a vibration level up to 0.5 in/sec in PPV is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 0.2 in/sec in PPV.

Table 4.13.J: Vibration Source Amplitudes for Construction Equipment shows the PPV values at 25 feet from a construction vibration source. As shown in this table, bulldozers and other heavy-tracked construction equipment (except for pile drivers and vibratory rollers) generate approximately 0.089 in/sec PPV of ground-borne vibration when measured at 25 feet, based on the 2018 FTA Manual.

The greatest levels of vibration are anticipated to occur during the foundation preparation phase. All other phases are expected to result in lower vibration levels.

Table 4.13.J: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV (in/sec) at 25 ft
Deep Dynamic Compaction (10 ton, 60 ft Drop)	0.970[1]
Pile Driver (Impact), Typical	0.644
Pile Driver (Sonic), Typical	0.170
Vibratory Roller	0.210
Hoe Ram	0.089
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003

Sources: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018), Measured DDC data from G3SoilWorks Inc.
[1] PPV vibration data for deep dynamic compaction activities is at a reference distance of 50 ft.
ft = foot/feet
FTA = Federal Transit Administration
in/sec = inches per second
PPV = peak particle velocity

The distance to the nearest buildings for the vibration impact analysis is measured between the nearest off-site buildings and the boundary of a particular construction site (assuming the construction equipment would be used at or near the boundary of the construction site) because vibration impacts occur normally within buildings. The formula for vibration transmission is provided below.

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

During the foundation preparation phase, the equipment with the highest vibration generation potential is the large bulldozer, which would generate 0.089 PPV in/sec at 25 feet. The closest surrounding buildings to the Buildout Area construction boundary include existing residential buildings located approximately 10 feet west of the edge of Lot 13 and south of Lot 3. Assuming heavy construction equipment would not operate within 5 feet of existing property line walls,[11] at a distance of approximately 15 feet from typical construction activities, vibration levels would approach 0.191 in/sec PPV and would be below the FTA criteria of 0.2 in/sec PPV, that applies to non-engineered timber and masonry buildings and therefore impacts would be less than significant, including at the closest surrounding buildings which would be at least 15 feet from construction activities. No mitigation is required.

In addition to potential building damage considerations, construction-generated ground-borne vibration may result in human annoyance at nearby vibration-sensitive receptors. The FTA Manual establishes impact criteria based on the maximum vibration level (Lv) for a single event, expressed in vibration velocity decibels (VdB), measured in one-third octave bands over the frequency range of 8 to 80 Hertz. **Table 4.13.D** summarizes the FTA criteria for assessing potential interference or annoyance from vibration within buildings. For residential land uses, the applicable impact criteria are 78 VdB during daytime hours and 72 VdB during nighttime hours, representing vibration levels that are barely perceptible (daytime) or not perceptible but potentially associated with audible ground-borne noise (nighttime).

During the foundation preparation phase for future development within the Buildout Area, the large bulldozer represents the equipment with the highest[12] vibration generation potential. At a distance of 165 feet from the center of construction activities to the nearest sensitive receptor, vibration levels are expected to approach 62 VdB and would not exceed the annoyance thresholds. Because the FTA criteria are based on the root mean square vibration level (Lv), expressed in VdB, vibration levels would need to exceed the applicable residential thresholds to result in a potentially significant impact related to human annoyance. As discussed above, the maximum predicted vibration level of 62 VdB is well below the applicable daytime and nighttime thresholds; therefore, no significant vibration impact related to human annoyance would occur.

[11] This assumption is consistent with typical construction techniques where heavy construction equipment (e.g. bulldozers, etc.) is not typically used within 5 feet of existing walls and other structures due to the physical constraints of operating safely within close quarters.

[12] The center of expected construction activities is appropriate for determining potential annoyance to surrounding uses due to the applicable standard being a root-mean-square or average criteria.

Threshold 4.13.3: **For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

***Less Than Significant Impact*.** The closest airport to the Buildout Area is JFTB Los Alamitos, located approximately 0.6 mile south of the Buildout Area. According to the *Airport Environs Land Use Plan for JFTB Los Alamitos* and Exhibit SAF-8 in the Safety Element of the City's General Plan, the Buildout Area is within the 60 dBA CNEL noise contour, but outside of the 65 dBA CNEL noise contour for JFTB Los Alamitos. Although the Buildout Area is located within Noise Impact Zone 2 (moderate noise impact), it is outside of Noise Impact Zone 1 (high noise impact) defined by the Airport Environs Land Use Plan.

The second closest airport is the Long Beach Municipal Airport, located approximately 5.4 miles west of the Buildout Area. According to the Los Angeles County Airport Land Use Plan, the Buildout Area is located outside of the 65 dBA CNEL noise contour for Long Beach Municipal Airport. Therefore, aircraft noise generated from the two closest airports would not expose people residing or working on the Buildout Area to excessive noise levels due to the proximity of a public airport.

Given that the proposed project does not contain outdoor sensitive receptors and the City defined levels between 60 and 65 dBA CNEL as conditionally acceptable with the incorporation of an HVAC system allowing a windows- closed condition and standard building construction, the noise impacts related to airport noise would be less than significant, and no mitigation is required.

4.13.7 Level of Significance Prior to Mitigation

Construction and operational impacts related to noise and vibration would be less than significant with adherence to **Regulatory Compliance Measures NOI-1** and **NOI-2.**

4.13.8 Regulatory Compliance Measures and Mitigation Measures

4.13.8.1 Regulatory Compliance Measures

The following regulatory compliance measures are applicable to the proposed project.

Regulatory Compliance Measure NOI-1 The construction contractor shall limit all construction-related activities to between the hours 7:00 a.m. and 8:00 p.m. on weekdays and between the hours of 9:00 a.m. and 8:00 p.m. on Saturdays. No construction shall be permitted outside of these hours or on Sundays or a federal holiday with the exception of certain construction activities that are time sensitive and require a 24-hour rotation. In those situations, a temporary use permit can be obtained from the City of Cypress' Community Development Director.

Regulatory Compliance Measure NOI-2 Mechanical equipment, including air conditioning units in residential and non-residential zoning districts, shall be enclosed within a structure or completely screened from view from surrounding properties by the use of a fence or wall consistent with Section 3.11.100(b) of the City of Cypress Municipal Code. Additionally, prior to the issuance of building permits, a future applicant/developer shall demonstrate, to the satisfaction of the City Director of Community Development, or designee, that on-site stationary noise sources, such as air conditioners, shall not exceed City noise standards as stated within the City's Municipal Code Sections 13-68 and 13-69.

4.13.8.2 Mitigation Measures

No mitigation measures are applicable to the proposed project pertaining to noise and vibration.

4.13.9 Level of Significance after Mitigation

No mitigation is required. The proposed project would not result in potentially significant impacts related to noise and vibration.

4.13.10 Cumulative Impacts

As defined in 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 reasonably foreseeable probable future projects. A cumulative noise or vibration impact would occur if multiple sources of noise and vibration combine to create impacts in close proximity to a sensitive receptor. Therefore, the cumulative area for noise and vibration impacts is the Buildout Area and any sensitive receptors in the immediately surrounding area.

For the cumulative analysis related to noise, the cumulative projects being considered include the related projects listed in **Table 4.A: Summary of Related Projects** and shown in **Figure 4.1: Related Projects**, in Chapter 4.0, Existing Setting that are within the immediate vicinity of the Buildout Area, including the Shea Properties Mixed Use Development Project (Related Project 1), LTP Modern Machine Project (Related Project 5), Sycamore Creek Charter School Project (Related Project 6), and the 4562 Katella Avenue Project (Related Project 8).

Construction Noise. Construction activities associated with the proposed project and other reasonably foreseeable development projects in the vicinity could occur during overlapping time periods. However, construction schedules are independently controlled and are unlikely to be fully concurrent across all phases of development. While limited temporal overlap between projects may occur, it would not necessarily involve the most vibration- or noise-intensive phases (e.g., grading, foundation preparation, or heavy equipment operation) occurring simultaneously at locations closest to the same sensitive receptors. Construction activities are inherently phased and localized, and the loudest equipment is typically used for short durations within discrete portions of a site. Therefore, although some degree of overlapping construction noise could occur in the surrounding area, the

potential for multiple projects to generate peak construction noise at the same time and at the same receptor location would be limited and temporary. In addition, construction noise for the proposed project was determined to be less than significant. Cumulative development in the vicinity of the Buildout Area site could result in elevated construction noise levels at sensitive receptors in the area surrounding the Buildout Area. However, each project would be required to comply with the applicable city's Municipal Code limitations on construction.

Moreover, the related projects in the vicinity of the Buildout Area that could contribute to a cumulative construction noise impact, have undergone environmental review pursuant to CEQA, which included an analysis of potential construction noise impacts. It was found, that similar to the project, these projects would result in less than significant impacts as they relate to construction noise.

Development of the related projects in the immediate vicinity of the Buildout Area, in combination with the proposed project, would not result in significant impacts related to construction noise. Therefore, cumulative construction noise impacts would be less than significant.

Operational Traffic Source Noise Impacts. According to the USEPA, cumulative noise impacts represent the combined and incremental effects of human activities that accumulate over time. While the incremental impacts may be insignificant by themselves, the combined effect may result in a significant impact. Conversely, although there may be a significant noise increase due to the proposed project in combination with other related projects (combined effects), it must also be demonstrated that the project has an incremental effect. In other words, a substantial portion of the noise increase must be due to the proposed project.

As previously shown in **Table 4.13.G** above, project-related traffic for the Buildout Year With Project 2038, as compared to 2038 without project traffic conditions, would result in noise level increases up to 0.9 dBA CNEL along roadway segments in the vicinity of the Buildout Area. These levels are below the significance criteria for off-site traffic noise. Therefore, none of the roadway segments in the vicinity of the Buildout Area would experience a substantial noise level increase greater than the applicable noise thresholds, and the proposed project would not have a cumulatively significant traffic noise impact.

Operational Stationary Source Noise. Long-term stationary noise sources associated with the development within the Buildout Area, combined with other cumulative projects, could cause local noise level increases. Noise levels associated with the proposed project and related projects together could result in higher noise levels than considered separately. As previously described, on-site noise sources associated with the proposed project would not exceed any applicable noise standards. Once final architectural plans and mechanical equipment specifications are available for each future project, preparation of a project-specific acoustical analysis would be required to confirm compliance with the City's exterior and interior noise standards related to land use compatibility, as established in City of Cypress Municipal Code Article VII (Noise Control), Section 13-68, which sets forth allowable noise limits by noise zone and authorize the City to require noise measurements or acoustical studies to verify compliance with applicable standards prior to or following project occupancy. Therefore, cumulative noise impacts from stationary noise sources would be less than significant.

4.14 POPULATION AND HOUSING

This section describes the existing population and housing characteristics in both the City of Cypress (City) and Orange County (County) and evaluates the potential impacts of the Specific Plan 3.0 Buildout (proposed project) on population and housing growth. This section is based in part on sources of demographic information provided by various agencies, including the Southern California Association of Governments (SCAG), the Cypress General Plan Housing Element (2021–2029), the California Department of Finance, and the United States Census Bureau.

4.14.1 Scoping Process

The City of Cypress received six comment letters during the public review period of the Notice of Preparation (NOP). For copies of the NOP comment letters, refer to **Appendix A** of this Draft Environmental Impact Report (Draft EIR). One of the comment letters, from SCAG, included comments related to population and housing.

SCAG recommended that the Draft EIR evaluate the proposed project's consistency with the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal), which outlines goals to reduce greenhouse gas emissions, improve regional air quality, and support an integrated multimodal transportation network. In addition, the comment letter emphasizes the use of SCAG's growth forecasts for population, housing, and employment in assessing potential impacts of the proposed project and planning infrastructure accordingly. These comments are addressed in this section.

4.14.2 Methodology

City and County demographic information was used to describe the existing population and housing characteristics in the City and County. SCAG projections for these topics were identified for the existing conditions and project buildout. City goals and policies regarding population and housing were used to evaluate potential impacts that could result from implementation of the proposed project.

4.14.3 Existing Environmental Setting

4.14.3.1 Population and Housing Trends in the City and County

SCAG is a federally designated Metropolitan Planning Organization (MPO)[1] encompassing six counties (i.e., Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties) and 197 local jurisdictions. In 2024, the SCAG Regional Council adopted the Connect SoCal Growth Forecast Technical Report[2] to predict the most likely growth scenario for the Southern California

[1] An MPO is a federally mandated and federally funded transportation policymaking organization that is made up of representatives from local government and governmental transportation authorities. In 1962, the United States Congress passed legislation that required the formation of an MPO for any urbanized area with a population greater than 50,000.

[2] Southern California Association of Governments (SCAG). 2024a. 2024–2050 RTP/SCS Demographics & Growth Forecast Technical Report. Website: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecast-final-040424.pdf?1712261839 (accessed May 6, 2025).

region in the future. The Connect SoCal growth forecast is meant to provide a common foundation for regional and local planning, policymaking, and infrastructure provisions within the SCAG region.

The growth forecast for Orange County and City of Cypress in the Connect SoCal Growth Forecast Technical Report is provided in **Table 4.14.A**: **Connect SoCal Population and Housing Forecasts (2019–2050).** These projections are used as a reference point for discussing population and housing growth throughout this section.

Table 4.14.A: Connect SoCal Population and Housing Forecasts (2019–2050)

	2019 (Actual)	2035 (Estimate)	2050 (Estimate)	2019 to 2050 Increase	Percent Change
Total Population					
City of Cypress	50,200	51,400	56,200	6,000	12%
Orange County	3,191,000	3,299,000	3,439,000	248,000	7.8%
Total Households					
City of Cypress	16,400	18,400	20,300	3,900	23.7%
Orange County	1,069,000	1,196,000	1,253,000	184,000	17.2%
Total Employment					
City of Cypress	26,100	27,700	28,100	2,000	7.2%
Orange County	1,805,000	1,942,000	2,019,000	214,000	11.9%

Source: 2024–2050 RTP/SCS Draft Connect SoCal 2024 Growth Projections (SCAG 2024).
RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy
SCAG = Southern California Association of Governments

4.14.3.2 Population

As shown in **Table 4.14.A,** according to the Connect SoCal Growth Forecast Technical Report,[3] Cypress's population is anticipated to grow by approximately 12 percent between 2019 and 2050 from approximately 50,200 people to 56,200 people. Orange County's population is expected to grow by 7.8 percent between 2019 and 2050 from 3,191,000 people to 3,439,000 people.[4]

[3] Southern California Association of Governments (SCAG). 2024b. 2024–2050 RTP/SCS Draft Connect SoCal 2024 Growth Projections. Website: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fscag.ca.gov%2Fsites%2Fmain%2Ffiles%2Ffile-attachments%2F03_scag_drtp24_citytier2taz_092523.xlsx%3F1695685277&wdOrigin=BROWSELINK (accessed February 6, 2025).

[4] Southern California Association of Governments (SCAG). 2024a. 2024–2050 RTP/SCS Demographics & Growth Forecast Technical Report. Website: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecast-final-040424.pdf?1712261839 (accessed January 23, 2025).

4.14.3.3 Age Characteristics. A city's age distribution often shapes its housing demand, because different age groups prefer different types of housing. **Table 4.14.B: City of Cypress and Orange County Age Characteristics (2022)** below, provides a comparison of the populations by age group in the City and County using data from the 2022 American Community Survey (ACS) 5-year estimate. According to the ACS data,

Table 4.14.B: City of Cypress and Orange County Age Characteristics (2022)

Age Group	Cypress		Orange County	
	Persons	Percentage	Persons	Percentage
Under 18 Years	11,604	23.2%	680,041	21.4%
18 to 24 Years	4,068	8.1%	297,509	9.4%
25 to 44 Years	11,845	23.7%	864,977	27.2%
45 to 64 Years	14,392	28.8%	844,341	26.6%
65 and Over	8,046	16.1%	488,359	15.4%
Total	**49,955**	**100.0%**	**3,175,227**	**100.0%**
Median Age	41.5		38.7	

Source: *American 2024 2022 5-Year Estimate,* Table S0101 (United States Census Bureau 2022).

the City's median age is 41.2 years, which is slightly higher than the County's median age (38.5 years) based on the same data set.[5]

As shown in **Table 4.14.B**, the City has a higher percentage of residents under the age of 18 (23.2 percent, compared to 21.4 percent for the County), and a lower percentage of residents between 18 and 24 years (8.1 percent, compared to 9.4 percent for the County), than the County. The City also has a lower percentage of residents between 25 and 44 years (23.7 percent, compared to 27.2 percent for the County), and a higher percentage of residents between 45 and 64 years (16.1 percent, compared to 15.4 percent for the County), than the County. The City and County have similar proportions of residents over the age of 65 (16.1 percent and 15.4 percent, respectively).

HouseholdsAs shown in **Table 4.14.A**, the total number of households in the City is anticipated to increase by 23.7 percent between 2019 and 2050, while the total number of households in the County is expected to grow by approximately 17.2 percent between 2019 and 2050. By forecasting a greater percentage of household growth than population growth, the Connect SoCal Demographics and Growth Forecast[6] projects a decrease in the average household size in both the City and the County in coming years.

Employment. As shown in **Table 4.14.A**, according to the Connect SoCal Growth Forecast Technical Report, employment in Cypress is anticipated to grow by approximately 7.2 percent between 2019 and 2050. Employment in Orange County is expected to grow by 11.9 percent between 2019 and

[5] United States Census Bureau. 2022. American Community Survey 2022 5-Year Estimates, Table S0101 Website: https://data.census.gov/table/ACSST5Y2022.S0101?q=cypress,%20california%20%20and%20orange%20county,%20california%20population%20by%20age%20group&g=160XX00US0617750 (accessed February 6, 2025).

[6] The Southern California Association of Governments forecasts "households" rather than housing units. As defined by the United States Census Bureau, "households" are equivalent to occupied housing units.

2050. These growth projections suggest that employment is expected to grow steadily from 2019 to 2050 in both Cypress and Orange County.

According to the Employment Development Department (EDD), as of December 2024, Cypress had a labor force of 24,800 and Orange County had a labor force of 1,587,700, with approximately 1,000 and 60,000 people unemployed, respectively.[7] The December 2024 unemployment rate was 3.9 percent for Cypress and 3.8 percent for Orange County.

Jobs/Housing Balance. Jobs/housing balance is a regional concept that encourages the designation and zoning of sufficient vacant land for residential uses with appropriate standards to ensure that adequate housing is available to serve the needs derived from the local employment base. The jobs-to-housing ratio can be used as the general measure of balance between a community's employment opportunities and the housing needs of its residents. Theoretically, a city's jobs/employment ratio (jobs to employed residents) would be 1:1 if the number of jobs in the city equaled the number of employed residents. However, assuming a simple ratio of one job to one household is inappropriate in modern economies that have many households with more than one person in the workforce. According to SCAG's The New Economy and Jobs/Housing Balance in Southern California,[8] a balance between jobs and housing in a metropolitan region can more appropriately be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., subregion or community).

SCAG applies the jobs-to-housing ratio at the regional and subregional level as a tool for analyzing the fit between jobs, housing, and infrastructure. The American Planning Association (APA) is an authoritative resource for community-planning best practices, including recommendations for assessing jobs-to-housing ratios. The APA recognizes that an ideal jobs-to-housing ratio will vary from jurisdiction to jurisdiction. In general, the recommended target for an appropriate jobs-to-housing ratio is 1.5, with a recommended range of 1.3 to 1.7.[9]

Cypress is currently within the jobs-to-housing ratio range recommended by the APA. According to the Connect SoCal Growth Forecast Technical Report, Cypress had a jobs-to-housing ratio of 1.6 in 2019 and is projected to have a jobs-to-housing ratio of 1.4 in 2050. The decrease in the jobs-to-housing ratio suggests that the job growth expected in the region will be less than the expected growth in housing.

---

7 California Employment Development Department (EDD). 2024. Monthly Labor Force Data for Cities and Census Designated Places, Orange County, April. Website: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Flabormarketinfo.edd.ca.gov%2Ffile%2Flfmonth%2Foransub.xls&wdOrigin=BROWSELINK (aaccessed January 28, 2025).

8 Southern California Association of Governments (SCAG). 2001. The New Economy and Jobs/Housing Balance in Southern California. Website: https://scag.ca.gov/sites/default/files/old/file-attachments/neweconomyjobshousingbalance.pdf (accessed May 6, 2025).

9 Weitz, Jerry. 2003. *Planning Advisory Service Report No. 516: Jobs-Housing Balance*. American Planning Association.

4.14.4 Regulatory Setting

4.14.4.1 Federal Regulations

There are no federal regulations related to population and housing that are applicable to the proposed project.

4.14.4.2 State Regulations

Senate Bill 330 (SB 330). SB 330 restricts California cities and counties from implementing new development policies, standards or conditions that may restrict housing developments, including any initiatives or referenda voted into law by the general populace. Under this law, among other things, cities and counties are restricted from implementing any new development policies, standards, or conditions that have any of the following effects:

- A change to the general plan land use designation, specific plan land use designation, or zoning that results in a less intensive use. Less intensive use means, for example: (i) reductions in height, density, or floor area ratio, (ii) new or increased open space or lot size requirements, (iii) new or increased setback requirements, minimum footage requirements, or maximum lot coverage limitations, and (iv) anything that would lessen the intensity of housing.

- A reduction of the intensity of land use within an existing general plan land use designation, specific plan land use designation, or zoning below what was allowed under the applicable land use designation and zoning ordinance in effect as of January 1, 2018.

California Housing Element Requirements (Government Code §§ 65580 to 65589). State law recognizes the vital role local governments play in the supply and affordability of housing. Local governments are required to adopt a comprehensive, long-term general plan for the development of the jurisdiction, including a Housing Element meeting the existing and projected housing needs. To that end, California Government Code requires that housing elements achieve legislative goals to:

- Identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including for persons with disabilities.

- Remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes, including those with disabilities.

- Assist in the development of adequate housing to meet the needs of low and moderate income households.

- Conserve and improve the condition of housing and neighborhoods, including existing affordable housing. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.

- Preserve for lower income households the publicly assisted multifamily housing developments in each community.

State of California housing element laws (California Government Code §§ 65580 to 65589) require that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community, commensurate with local housing needs. The Housing Elements of each city or county are required to be updated every eight years.

Regional Housing Needs Assessment. State law (Government Code Section 65580 et seq.) requires cities and counties to plan for their fair share of projected housing construction needs in their region as part of the periodic process of updating local housing elements of the general plan. Regional housing goals are set by the State Department of Housing and Community Development and allocated to cities throughout regional planning agencies such as SCAG. This is called the Regional Housing Needs Assessment (RHNA). Future housing need refers to the proportion of the region's future housing needs allocated to a community during the specific planning period. Each jurisdiction's future housing need is calculated in terms of four factors: (1) the number of units needed to accommodate forecasted household growth; (2) the number of units needed to replace attrition in the housing stock (i.e., fire damage, obsolescence, redevelopment, and conversion to non-housing uses); (3) maintenance of an ideal vacancy rate for a well-functioning housing market; and (4) an adjustment to avoid an overconcentration of lower-income households in any one jurisdiction.

The RHNA prepared by SCAG defines the housing unit construction goals for the region. The City's fair share for the planning period between 2021 and 2029 (the last adopted RHNA period) was established by SCAG at 3,936 units. The RHNA target number was based on projected household growth and the resulting need for construction of additional housing units allocated over the 6th Cycle planning period from 2021–2029.

4.14.4.3 Regional Regulations

Southern California Association of Governments. As the designated MPO for the six-county subregion that includes Orange County, SCAG prepares several plans to address regional growth, including Connect SoCal. SCAG is mandated by federal and State law to research and draw up plans for transportation, growth management, hazardous waste management, and a regional growth forecast that is the foundation for these plans and regional air quality plans developed by the South Coast Air Quality Management District (SCAQMD). SCAG prepares several plans to address regional growth, including the Regional Comprehensive Plan and Guide, Regional Housing Needs Assessment (RHNA), the Regional Transportation Plan (RTP), the Regional Transportation Improvement Program (RTIP), and the annual State of the Region reports to measure progress toward achieving regional planning goals and policies.

4.14.4.4 Local Regulations

City of Cypress Housing Element. The Housing Element is required by California State law to be a component of every city's General Plan because housing needs are recognized as a statewide

concern. As such, the Housing Element of a jurisdiction's General Plan is the only element that is subject to approval by the State. Pursuant to State law, the Housing Element must identify the City's housing needs, the sites that can accommodate these needs, and the policies and programs to assure that the housing units necessary to meet these needs can be provided. The primary goal of the Housing Element is to provide a range of housing opportunities for all income groups.

The 2021–2029 Housing Element was adopted in June 2022 as a guide for housing within the City of Cypress. The Housing Element provides an indication of the need for housing in the community in terms of housing affordability, availability, adequacy, and accessibility. The Housing Element also provides a strategy to address housing needs and identifies a series of specific housing programs to meet community needs.[10]

The Housing Element calls for the continuation of existing policies and programs to enable the City to meet future housing demands for all economic segments of the community that address housing quality and quantity, housing affordability and access, equal housing opportunities and natural resources, and energy efficiency and conservation, and identifies new programs in conformance with recent housing legislation for implementation during the 2021–2029 Housing Element cycle.

The goals of the Housing Element are to promote housing that helps to create safe, livable, and sustainable neighborhoods, facilitate the construction and provision of quality housing to meet the City's diverse needs, create opportunities for affordable housing, particularly in vulnerable areas and in areas of opportunity, and promote equitable and accessible housing options and resources.

The City of Cypress's 2021–2029 Housing Element outlines plans to accommodate 3,936 new housing units over the 8-year planning period, as mandated by the SCAG RHNA. To ensure compliance and provide a buffer for potential development challenges, the City included in the Housing Element an additional 323 housing units, bringing the total planned units to 4,259. These housing units are distributed across various areas of the City, with a significant number permitted within the area subject to the Specific Plan. Specifically, the Buildout Area is planned to accommodate 1,791 housing units, which includes 676 additional housing units approved through Measure S in 2024.

4.14.5 Thresholds of Significance

The thresholds of significance for population and housing impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant impact with respect to population and housing if it would:

Threshold 4.14.1: Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or

Threshold 4.14.2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

[10] City of Cypress. 2022. *Cypress General Plan 2021–2029 Housing Element Update.* Website: https://www.cypressca.org/home/showpublisheddocument/12491/638507649724670000 (accessed May 6, 2025).

4.14.6 Project Impacts

Threshold 4.14.1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The proposed project consists of the reasonably foreseeable buildout of a portion of the area governed by the Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan) and would include the development of up to 1,791 residential units. According to the U.S. Census Bureau, the average number of people per household from 2019–2023 in Cypress was approximately 3.08 people.[11] Assuming a ratio of 3.08 people per household, the proposed project would result in a net increase of approximately 5,516 persons at full buildout.[12]

As outlined in the SCAG 6th Cycle Final RHNA Allocation Plan, the City's housing need allocation for the planning period between 2021 and 2029 is 3,936 units.[13] In addition, the Housing Element and Specific Plan 3.0 allowed for a maximum of 1,926 residential units within the Specific Plan Area. This total includes the 135 residential units developed by Melia Homes as part of the Belmont residential project on the 7-acre Melia Property. The remaining capacity under the Specific Plan allows for the development of up to 1,791 additional residential units within the Buildout Area. As such, the proposed project would not result in unplanned growth.

According to the Connect SoCal population projections for the City, the population of the City in 2050 is expected to be 56,200 persons, up from 48,782 in 2023.[14] After reaching a peak population of 50,266 in 2020, Cypress has seen a slight decline over the last few years, with a decrease of approximately 1,484 residents (about 2.95 percent). Considering the expected population increase of the City is 7,418 people, the proposed project population increase is within the planned growth for the region as it also encompasses a large planned growth area.

The proposed project includes the construction of roads, water and wastewater infrastructure, power lines and other utilities, as envisioned in the Specific Plan. The Buildout Area is in an urbanized setting with a full range of public services and would utilize existing public utilities infrastructure. The proposed project would include the extension of Moody Street from Cerritos Avenue to Katella Avenue, as well as the extension of Vessels Circle from its current western terminus to intersect with the Moody Street extension, consistent with the Specific Plan. The proposed project also includes, consistent with the Specific Plan, the widening of Lexington Drive within Lot B in Vesting Tentative Tract Map (VTTM) 19247 and seven access driveways, including

---

11 United States Census Bureau. 2024. *Cypress City, California* QuickFacts. Website: https://www.census.gov/quickfacts/fact/table/cypresscitycalifornia/PST045224 (accessed January 28, 2025).

12 1,791 households x 3.08 persons per household = 5,516 persons

13 Southern California Association of Governments (SCAG). 2021. SCAG 6th Cycle Final RHNA Allocation Plan. Website: https://scag.ca.gov/sites/main/files/file-attachments/6th_cycle_final_rhna_allocation_plan_070121.pdf?1646938785 (accessed January 28, 2025).

14 Southern California Association of Governments (SCAG). 2024b. 2024–2050 RTP/SCS Draft Connect SoCal 2024 Growth Projections. Website: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fscag.ca.gov%2Fsites%2Fmain%2Ffiles%2Ffile-attachments%2F03_scag_drtp24_citytier2taz_092523.xlsx%3F1695685277&wdOrigin=BROWSELINK (accessed May 6, 2025).

one at Lexington Drive and two each at Cerritos Avenue, Moody Street, and Vessels Circle. These proposed extensions would provide access to the proposed development within the Buildout Area and surroundings.

Although the proposed project would facilitate the development of new housing in the City, the new housing would not induce substantial unplanned population growth, as the City has already planned for the reasonably foreseeable development of housing within the Buildout Area as a way of meeting the City's RHNA obligations. In addition, the proposed project is consistent with planned regional housing growth and planned population growth of the City as evaluated in the SCAG RHNA and Housing Element. Therefore, the proposed project would not cause indirect substantial unplanned population growth through the extension of roads and other infrastructure. Impacts associated with unplanned population growth, directly or indirectly, would be less than significant, and no mitigation would be necessary.

Threshold 4.14.2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project consists of the future development of up to 1,791 residential units and 440,000 square feet of non-residential space within the Buildout Area. There are no residential uses currently located in the Buildout Area that would be subject to demolition or require the removal or relocation of existing residents. In addition, as discussed above, the proposed project would be consistent with the housing allocation needs specified by the SCAG RHNA and Housing Element. Therefore, the proposed project would result in no impact related to the displacement of people or housing necessitating the construction of replacement housing elsewhere, and no mitigation is required.

4.14.7 Level of Significance Prior to Mitigation

The proposed project would result in less than significant impacts related to population and housing.

4.14.8 Regulatory Compliance Measures and Mitigation Measures

No regulatory compliance measures are applicable to the proposed project pertaining to population and housing and no mitigation measures are required.

4.14.9 Level of Significance after Mitigation

The proposed project would result in less than significant impacts related to population and housing.

4.14.10 Cumulative Impacts

The purpose of this section is to evaluate any additional incremental impact that the proposed project is likely to cause above and beyond the combined impacts of recently approved and proposed projects in the City of Cypress. The impact area used to assess potential cumulative population and housing impacts is the City because the proposed project would affect population and housing within the City.

As described in Chapter 3.0, Project Description, the proposed project includes the reasonably foreseeable buildout of approximately 134 acres governed by the Specific Plan, as adopted by the City Council and approved by voters under Measure S in November 2024. The proposed project would accommodate up to 1,791 residential units within the Buildout Area, supporting the City's efforts to meet regional housing needs outlined in the Housing Element and RHNA. The RHNA process identified that the City is in need of 3,936 units, and the proposed project could, at a maximum, accommodate 1,791 of those units. Utilizing the average number of people per household as identified by the U.S. Census Bureau (3.08), the proposed project would include population growth by an additional 5,516 people. Although the proposed project would facilitate the development of new housing in the city, the new housing would not induce substantial unplanned population growth, as the proposed project is designed to meet the City's housing need allocation for the planning period between 2021 and 2029 of 3,936 units as determined by the SCAG RHNA.

Additionally, **Table 4.A: Summary of Related Projects**, in Chapter 4.0, Existing Setting, of this Draft EIR indicates that the City expects build out of approximately 357 units from the previously approved Melia Homes – Citrus Square Project (Related Project 2) (98 units), 8561 Belmont Street Project (Related Project 4) (8 units), and the Shea Properties Mixed Use Development Project (Related Project 1) (251 units). After reaching a peak population of 50,266 in 2020, the City has seen a decline over the past few years, with a decrease of approximately 1,484 residents (about 2.95 percent), with a current population of 48,782. As such, implementation of the proposed project in conjunction with the build out of the households under the baseline build-out scenario could result in cumulatively significant population increases. However, future development allowed under the proposed project has been accounted for and planned in the City's Housing Element and regional housing growth included in the SCAG RHNA. In addition, future projects implemented in accordance with the proposed project, as well as the remaining development associated with the build-out assumptions, would be required to adhere to the General Plan, provide required development impact fees, and comply with applicable development regulations. Therefore, the impacts from the proposed project are not considered to be cumulatively considerable.

4.15 PUBLIC SERVICES

This section identifies the existing public services providers within the jurisdiction of the Buildout Area and evaluates the potential impacts of the Specific Plan 3.0 Buildout Project (proposed project) on those public services. This section addresses the following public services (service providers are noted in parentheses):

- Fire Protection—Orange County Fire Authority (OCFA)
- Police Protection—Cypress Police Department (CPD)
- Parks—City of Cypress Recreation and Community Services Department
- Public Libraries—Orange County Public Libraries (OCPL)
- Schools—Cypress School District (CSD), Los Alamitos Unified School District (LAUSD), and Anaheim Union High School District (AUHSD)

4.15.1 Scoping

The City of Cypress (City) received six comment letters during the public review period of the Notice of Preparation (NOP). For copies of the NOP comment letters, refer to **Appendix A** of this Draft Environmental Impact Report (Draft EIR). No comment letters included comments related to public services.

4.15.2 Methodology

This section evaluates impacts to public facilities to the extent project demand for police and fire protection, school services, parks, and other public facilities would require new or expanded facilities to support the project, the construction of which would result in an adverse physical impact to the environment. Information regarding public services was obtained from a variety of sources, agency websites, the City of Cypress 2001 General Plan,[1] the California Department of Education, and the City of Cypress Parks and Recreation Department.

In addition, during preparation of the EIR for the 2021–2029 Cypress Housing Element Implementation Project, OCFA and CPD were sent questionnaires requesting information on current fire and police protection service provided to the opportunity sites and possible constraints or impacts to this service associated with build out envisioned by the 2021–2029 Cypress Housing Element (which is anticipated to occur in 2045). Because the 2021–2029 Cypress Housing Element assumed development of residential uses within the Buildout Area in order to accommodate the City's Regional Housing Needs Allocation (RHNA), the possible constraints or impacts to fire and police protection service associated with build out of the 2021–2029 Cypress Housing Element would be applicable to implementation of the proposed project. As such, the responses to the questionnaires sent to OCFA and CPD have been incorporated into this section. Correspondence with public service providers is included in **Appendix J**.

[1] City of Cypress. 2001. *Cypress General Plan*.

4.15.3 Existing Environmental Setting

4.15.3.1 Fire Protection

The OCFA is a Joint Powers Authority that serves the City and is responsible for reducing loss of lives and property from fire, medical, and environmental emergencies. OCFA provides fire protection, emergency medical and rescue services, hazardous materials inspection and response, and public education activities to its service area of approximately 1,984,758 residents throughout 23 cities and unincorporated Orange County. As of 2026, OCFA had a total of 78 stations, including one station in the City. OCFA Reserve Firefighters work 10 stations throughout Orange County.[2]

OCFA is divided into six primary departments: Business Services, Communications and Public Affairs, Community Risk Reduction, Human Resources, Operations, and Support Services. The Operations Department comprises seven divisions and eleven battalions that provide regional emergency response to all fires, rescues, hazardous materials incidents, wildland fires, aircraft fire and rescue services to John Wayne Airport, and other miscellaneous emergencies.[3] In addition to being the main provider of fire suppression efforts including wildland firefighting, technical rescue, and airport firefighting services, the OCFA provides a variety of public services including, but not limited to, the following:

- Receiving and dispatching emergency calls;
- Providing public education programs to schools, businesses, community associations, childcare providers and other members of the community;
- Adopting and enforcing codes and ordinances relative to fire and life safety issues associated with commercial, industrial, and residential development;
- Coordinating the inspection of commercial buildings, investigating all fires, and enforcing fire code hazardous materials regulations;
- Working with developers and jurisdictional planning departments on development projects impacting fire protection services, from conception through planning process approval;
- Conducting California Fire Code Inspections and assisting with reducing risks associated with the use of hazardous materials in the community; and
- Interacting with developers, architects, and engineers to meet the fire protection requirements for buildings and developments by reviewing architectural blue prints, development plans, and proposals submitted in OCFA's jurisdiction.

[2] Orange County Fire Authority (OCFA). n.d.-d. Member Cities, OCFA Coverage. Website: https://www.ocfa.org/about-us/member-cities/ (accessed February 2026).

[3] Orange County Fire Authority (OCFA). 2020. *Operations.* Website: https://www.ocfa.org/AboutUs/Departments/Operations.aspx (accessed May 7, 2025).

The City is in Operations Division 7, which serves the cities of Buena Park, Cypress, La Palma, and Stanton along with portions of several unincorporated communities.[4]

The nearest station to the Buildout Area is OCFA Fire Station No. 17, located at 4991 Cerritos Avenue in Cypress, which is immediately north of the Buildout Area (approximately 75 feet) and would be designated as the "first-in" station that would be the first to serve the project in the event of an emergency. Fire Station No. 17 is staffed daily by two fire captains, two fire apparatus engineers, with a total of 24 staffed firefighters and is equipped with a medic engine, truck engine, and paramedic engine. Fire Station No. 17 was substantially rebuilt and expanded in 2011 with added capacity to accommodate the existing and future fire protection and paramedic needs in the service area. In 2023, the city generated a total of 3,761 incident calls.[5]

"Second call" stations are fire stations that support the "first-in" station. Fire Station Nos. 2 and 84 would be designated as the "second call" stations to support Fire Station No. 17. Fire Station No. 2, located at 3642 Green Avenue in Los Alamitos, is approximately 1 mile southwest of the Buildout Area and is staffed daily by one fire captain, one fire apparatus engineer, and two firefighters, and has a total staffing of twelve firefighters.[6] Fire Station No. 84, located at 12191 Valley Street in Garden Grove, is approximately 1.6 miles southeast of the Buildout Area and is staffed daily by one captain, one fire apparatus engineer, and two firefighters, and has a total staffing of twelve firefighters. Fire Station No. 2 is also equipped with a medic engine and engine. Fire Station No. 84 is equipped with a medic engine and an engine.[7]

Incident information for Fire Station Nos. 17, 46, and 84 from 2022 is provided in **Table 4.15.A: Incident Information for Fire Station Nos. 17, 46, and 84 (2022)**, below.

Table 4.15.A: Incident Information for Fire Station Nos. 17, 46, and 84 (2022)

Call Type	Fire Station No. 17	Fire Station No. 46	Fire Station No. 84
Fires	26	105	16
EMS	1,617	3,000	1,407
Ruptures	0	6	2
Hazardous Conditions	12	24	12
Service Call	116	173	169
Good Intent	231	423	142
False Alarms	122	73	43
Miscellaneous	0	2	0
TOTAL	**2,178**	**3,806**	**1,791**

Source: Personal communication with OCFA during preparation of the Housing Element EIR (June 2023).
EMS = emergency medical services
OCFA = Orange County Fire Authority

[4] Orange County Fire Authority (OCFA). 2019. *Operations*. Website: https://ocfa.org/AboutUs/Departments/Operations.aspx (accessed January 22, 2025).

[5] Orange County Fire Authority (OCFA). 2023. *OCFA 2023 Statistical Annual Report.* Website: https://ocfa.org/Uploads/Transparency/OCFA%20Annual%20Report%202023.pdf (accessed January 30, 2025).

[6] Orange County Fire Authority (OCFA). n.d.-b. Fire Station 2. Website: https://ocfa.org/AboutUs/Departments/OperationsDirectory/Division1.aspx (accessed May 12, 2025).

[7] Orange County Fire Authority (OCFA). n.d.-c. Fire Station 84. Website: https://ocfa.org/AboutUs/Departments/OperationsDirectory/Division1.aspx (accessed May 12, 2025).

According to the City's General Plan Safety Element, it is the OCFA's goal to have the first responding company for a fire call to reach emergency scene within 8 minutes and paramedics to reach the scene within 5 minutes at least 90 percent of the time. Over the last 9 years, the average response time for emergency calls remained relatively constant until Fiscal Year 2020–2021, in which average response time decreased due to reduced traffic from the COVID-19 pandemic. For Fiscal Year 2025/2026, OCFA has budgeted for 1,642 uniformed and civilian personnel.[8] In the previous decade, OCFA's average response time[9] for emergency calls remained relatively constant at less than 7 minutes per call. The ratio of firefighters to residents has remained steady over the last 3 years, ranging from 5.86 to 5.94 per 10,000 residents. According to OCFA, there are currently no plans for expanded services or facilities near the Buildout Area.

4.15.3.2 Police Protection

The City operates its own police department (CPD) for police protection services. The CPD would serve the Buildout Area. Management and supervision of the CPD is provided by 1 chief, 2 captains, 2 lieutenants, 10 sergeants, and a civilian supervisor. Of the CPD's 55 sworn personnel, 41 are dedicated to the delivery of patrol services. In addition to the 55 officers, the department is supported by 23 civilian employees and numerous volunteers.[10] The officer-to-resident ratio in 2023 was 1.1 CPD officer per 1,000 residents. According to the City's General Plan Safety Element, it is the CPD's goal to maintain a response time of three minutes to emergency calls and six minutes for non-emergency calls.

The services provided by the department include a detective bureau, canine teams, a narcotics team, vice and intelligence, motorcycle officers, Personnel & Training, Positive Actions through Character Education (P.A.C.E.) program, S.W.A.T. and a Lead Patrol Officer program. In addition, the CPD has established Community Policing, or Cypress Policing, as the philosophy for providing public safety services.[11]

Police dispatch services for the City are provided by the West Cities Police Communications Center, also known as West-Comm. West-Comm is a consolidated police dispatch center, formed by a joint powers authority between the cities of Cypress, Los Alamitos, and Seal Beach. Located at the Seal

8 Orange County Fire Authority (OCFA). 2025. Fiscal Year 2025-2026 Adopted Budget. Website: https://storageocfaprod001.blob.core.windows.net/blobocfaprod01/2025/08/OCFA-2025-2026-Adopted-Budget.pdf (accessed February 13, 2026).

9 OCFA defines response time as the time interval between Dispatch Notification and Arrival on Scene. It includes Dispatch time, Turnout time, and Travel time. Response time goals are established through OCFA policy. Response time performance is generally measured for the first unit on scene (Distribution) and for an Effective Response Force (Concentration). Incident response times are impacted by many variables, including availability of first due units, travel distance, traffic, geography, weather, and street networks.

10 City of Cypress. 2017. *Cypress Police Department Overview*. Website: https://www.cypressca.org/departments/police/the-community-we-serve (accessed April 30, 2025).

11 Ibid.

Beach Police Department, West-Comm serves a combined population of approximately 90,000 and handles approximately 100,000 calls for service each year.[12]

4.15.3.3 Parks

There are currently a total of 20 developed public parks within the city,[13] the closest being Lexington Park adjacent to the northwest of the Buildout Area. The City's Municipal Code states a goal of providing 4.5 acres of land per 1,000 residents for park and recreational purposes, including 1.5 acres of land per 1,000 residents for purposes that are made available at K–12 schools through a cooperative arrangement between the City, local school districts, and local park and recreation districts. According to the Conservation/Open Space/Recreation Element of the City's General Plan (2001), the City had 82 acres of parkland available for its residents. Since the adoption of the City's General Plan, the City completed construction of the 2.9-acre Mackay Park at the former Mackay School site[14] and added 9 acres of park space at the corner of Lexington Drive and Cerritos Avenue with the development of Lexington Park.[15] Therefore, the City currently has 93.9 acres of park space. As of July 2024, the City's population was 48,782,[16] resulting in a parkland-to-resident ratio to 1.92 acres of parkland per 1,000 residents.

4.15.3.4 Public Libraries

The OCPL system provides library services to the County, including the City. OCPL operates 32 library branches across the County, including an outlet in the Orangewood Children's Home.[17] OCPL's Mobile Library also provides library services to County residents who are unable to visit libraries due to transportation issues, lack of childcare, disabilities, and language or cultural barriers. In addition, OCPL offers free Books-by-Mail service.[18] The closest library to the proposed project is the Cypress Library at 5331 Orange Avenue, approximately 1 mile north of the Buildout Area. The Cypress Library consists of a 15,000-square-foot facility with numerous resources and services available to the public including an Advanced Workstation in Education (AWE) station,[19] book clubs, bookstore, internet hotspots, laptop and charger kiosk, children's play area, computers, wi-fi, wireless printing,

12 City of Cypress. 2017. *Cypress Police Department Overview*. Website: https://www.cypressca.org/departments/police/the-community-we-serve (accessed April 30, 2025).

13 City of Cypress. 2024. *Recreation and Community Services, Facility and Park Locations.* Website: https://www.cypressca.org/activities/facility-park-locations (accessed January 30, 2025).

14 City of Cypress. 2023b. *Recreation and Community Services, MacKay Park*. Website: https://www.cypressca.org/Home/Components/FacilityDirectory/FacilityDirectory/66/240 (accessed January 30, 2025).

15 City of Cypress. 2023a. *Recreation and Community Services, Lexington Park.* Website: https://www.cypressca.org/activities/lexington-park-rental (accessed January 30, 2025).

16 United States Census Bureau. 2023. *Cypress City, California* QuickFacts. Website: https://www.census.gov/quickfacts/fact/table/cypresscitycalifornia,US/PST045223 (accessed January 2025).

17 Orange County Public Libraries (OCPL). 2023a. About OCPL. Website: https://www.ocpl.org/services/about-ocpl (accessed February 6, 2025).

18 Orange County Public Library (OCPL). 2023b. *OC Public Libraries Annual Report 2023.*

19 The AWE station provides a computer for children ages 2–8 years that is equipped with a variety of education games in English and Spanish.

volunteer opportunities, world language collections, and special collections of sheet music, local history, and board games.[20] The branch is open Saturday through Thursday and is closed on Fridays.

According to the Public Services and Facilities Element of the Orange County General Plan (2012), the County's standard for library service is 0.2 square feet of library space per capita. According to that service standard, the Cypress Branch Library has the capacity to accommodate a population of 75,000 persons. The Cypress Branch Library currently exceeds the County's standards for size since the City's population estimate as of July 2023 is 48,782. It should also be noted that, according to the Public Services and Facilities Element of the Orange County General Plan, the 0.2 square feet of library space per capita standard has been accepted by the Orange County Board of Supervisors as a planning guide for the purpose of projecting the number and location of new libraries needed.

According to OCPL's annual report for 2022–2023, OCPL has been working to improve library branches across the County through upgrades to heating, ventilation, and air conditioning systems; roofs; alarm systems; building automation systems; accessibility; electrical and cabling infrastructure updates; and lighting to meet Title 24 requirements. These upgrades would work to increase efficiencies and contribute to a positive patron experience; however, it should be noted that the completed and proposed upgrades do not include the expansion of any library facilities.

4.15.3.5 Public Schools

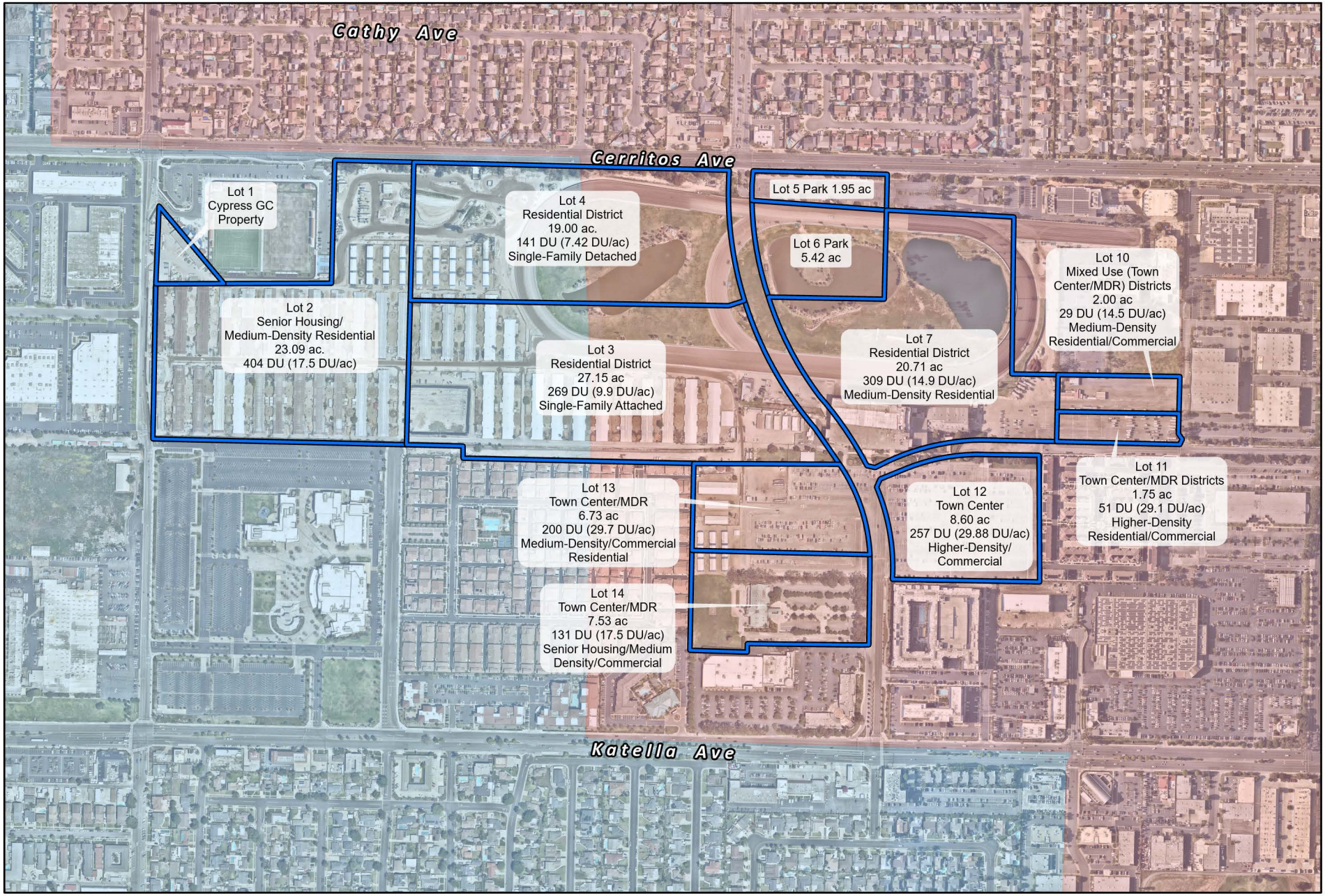
The Buildout Area is currently served by three public school districts: the Cypress Elementary School District (CSD), the Los Alamitos Unified School District (LAUSD), and the Anaheim Union High School District (AUHSD), as shown on **Figure 4.15-1: School District Boundaries and Potential Residential Growth**. However, the Buildout Area is primarily within the boundaries of the CSD, consisting of seven public elementary schools (serving kindergarten through sixth grade), and the AUHSD, consisting of the City's junior high and high school districts (grades 7 through 12). The CSD's 2024 enrollment was 3,319 students,[21] the AUHSD's 2024 enrollment was 27,748 students,[22] and the LAUSD's 2024 enrollment was 8,931 students.[23] The CSD currently operates seven elementary schools; six are in Cypress and one is in La Palma. The AUHSD encompasses 46 square miles and has schools in Anaheim, Cypress, Buena Park, La Palma, and Stanton. Additionally, the LAUSD serves kindergarten through twelfth-grade students and currently operates six elementary schools, one middle school, and one high school.

[20] Orange County Public Library (OCPL). 2025. *Cypress Library, Resources and Services.* Website: https://www.ocpl.org/libraries/cypress (accessed May 7, 2025).

[21] Education Data Partnership. 2024b. *Cypress Elementary.2023-2024 Enrollment.* Website: https://www.ed-data.org/district/Orange/Cypress-Elementary (accessed May 7, 2025).

[22] Education Data Partnership. 2024a. *Anaheim Union High. 2023-2024 Enrollment.* Website*:* https://www.ed-data.org/district/Orange/Anaheim-Union-High/ps_MTIwODg0 (accessed May 8, 2025).

[23] Education Data Partnership. 2024c. *Los Alamitos Unified. 2023-2024 Enrollment.* Website*:* https://www.ed-data.org/district/Orange/Los-Alamitos-Unified (accessed May 12, 2025).



LSA

Lot Line

Los Alamitos Unified School District

Cypress Elementary School District and Anaheim Union High School District

0 300 600

FEET

FIGURE 4.15-1

Specific Plan 3.0 Buildout Project

School District Boundaries and Potential Residential Growth

SOURCE: Nearmap Imagery (May 2, 2025), Orange County Department of Education (2020), TAIT & Associates (2024)

I:\C\CCP2201.050\GIS\Pro\Los Alamitos Race Course Development Project\Los Alamitos Race Course Development Project.aprx (5/13/2025)

This page intentionally left blank

4.15.4 Regulatory Setting

The following section describes the federal, State, regional, and local regulatory framework applicable to analyzing potential impacts related to public services from development of the proposed project.

4.15.4.1 Federal Regulations

There are no federal policies or regulations related to public services applicable to the proposed project.

4.15.4.2 State Regulations

Assembly Bills 2926, 1600, and 2751. To assist in providing facilities to serve students generated from new development projects, the state passed Assembly Bill (AB) 2926 in 1986, which allows school districts to collect impact fees from developers of new residential, commercial, and industrial developments. Development impact fees are also referenced in the 1987 Leroy Greene Lease-Purchase Act, which requires school districts to contribute a matching share of the costs for the construction, modernization, or reconstruction of school facilities. Subsequent legislation has modified the fee structure and general guidelines. In 1987, the provisions of AB 2926 have been expanded and revised by AB 1600, which limits the ability of a school district to levy school fees unless (i) there is a need for the school fee revenues generated, and (ii) there is a nexus or relationship between the need for school fee revenues and the type of development project on which the school fee is imposed. (The requirements of AB 1600 were clarified with the passage in 2006 of AB 2751, which codifies the findings of *Shapell Industries vs. Milpitas Unified School District*.)

California Fire Code. The California Fire Code includes regulations for emergency planning, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. Several fire safety requirements include installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

Office of Emergency Services. The State of California passed legislation authorizing the Office of Emergency Services to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. Non-compliance with SEMS could result in the State withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster.

Senate Bill 50 and California Education Code Section 17620. Senate Bill 50 and California Education Code Section 17620. Senate Bill (SB) 50, the Leroy F. Greene School Facilities Act of 1998, was signed into law on August 27, 1998. It is a program for funding school facilities largely based on matching funds. The approval of Proposition 1A authorized funds for SB 50 in the amount of $9.2 billion, including grants for construction of new schools and modernization of existing schools. The new construction grant provides funding on a 50/50 State and local match basis. The modernization grant provides funding on a 60/40 State and local match basis. Districts that are unable to provide some or all of the local match requirements and are able to meet financial hardship provisions may

be eligible for additional State funding.[24] SB 50 (codified as California Education Code Section 17620) allows school districts to levy a fee, charge, dedication, or other requirement against any development project within its boundaries for the purpose of funding the construction or reconstruction of school facilities. The maximum fee amount that school districts can assess is limited by statutes provided in California Government Code Section 65995. All three school districts in the Buildout Area have designated school impact fees based on their respective nexus studies prepared pursuant to SB 50. While these impact fees apply to enclosed space in both residential and commercial development, impact fees that apply to commercial development are substantially lower than those for residential development.

Quimby Act of 1975. The Quimby Act (California Government Code Section 66477) allows the legislative body of a city or county to require by ordinance the dedication of land, the payment of an in-lieu park fee, or a combination thereof, for the approval for a final tract or parcel map. In cases where such dedication or park fee is not obtained through a map, they may be imposed when building permits are issued. The following conditions must be met to comply with the Quimby Act:

- The city or county ordinance must include definitive standards for determining the proportion of a subdivision to be dedicated and the amount of any fee to be paid in lieu thereof.

The legislative body must adopt a general plan containing a recreation element, and any proposed park or recreational facility must be consistent with the principles and standards established in the element.

4.15.4.3 Regional Regulations

There are no regional policies or regulations related to public services applicable to the proposed project.

4.15.4.4 Local Regulations

Cypress Town Center and Commons Specific Plan 3.0. The Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan) does not contain any provisions related to public services.

City of Cypress General Plan, Safety Element. The Safety Element of the City's General Plan is an official guide for the City Council, government agencies, and individuals to identify and understand potential hazards confronting the City. The following goals and policies would be applicable to the proposed project:

- **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.
    - **SAF-5.1:** Maintain a response time of eight minutes for the first responder engine and provide paramedic service within five minutes.

[24] State of California. 2007. *Office of Public School Construction, School Facility Program Handbook*. State Allocation Board. April.

- **SAF-5.2:** Evaluate the effects of new development on the Orange County Fire Authority's response time. Ensure through the development review process that new development will not result in reduced emergency service levels.

- **SAF-6:** Maintain the police department's high quality of service to the City.
  - **SAF-6.1:** Assess the impacts of incremental increases in development density and the resulting traffic congestion on emergency response time. Ensure through the development review process that new development will not result in reduced emergency service levels.
  - **SAF-6.2:** Maintain a response time of approximately three minutes for emergency calls and six minutes for non-emergency calls.

- **SAF-7:** Use good design as a means to promote human safety.
  - **SAF-7.1** Provide design criteria in the Zoning Ordinance or design guidelines relating to the prevention of crime prevention through appropriate physical design solutions.
  - **SAF-7.3:** Provide exterior lighting that enhances safety and night use in public spaces, but minimizes impacts on surrounding land uses.
  - **SAF-7.4:** Promote the use of defensible space (e.g., site and building lighting, visual observation of open spaces, secured areas) in project design to enhance public safety.

City of Cypress Municipal Code. The Cypress Municipal Code includes the following requirement that would apply to the proposed project related to the provision of public services:

- **Section 5-3 (California Fire Code, adoption, amendments)** adopts the 2019 CFC, with some amendments and modifications. Generally, the intent of the CFC is to prescribe regulations for the safeguarding of life and property from the hazard of fire and explosion.

4.15.5 Thresholds of Significance

The thresholds of significance for public services impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant impact with respect to public services if it would:

Threshold 4.15.1(i): Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection;

Threshold 4.15.1(ii): Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of

which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection;

Threshold 4.15.1(iii): Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools;

Threshold 4.15.1(iv): Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks; or

Threshold 4.15.1(v): Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities.

4.15.6 Project Impacts

As described in Section 4.14, Population and Housing, the proposed project would include up to 1,791 future residential units and 440,000 square feet of non-residential development within the Buildout Area. Upon full buildout of the Buildout Area, approximately 5,516 residents would be added to the City's population.[25]

In accordance with the City of Cypress Municipal Code, new developments are mandated to pay impact fees to mitigate the effects of increased demand on public services, including police and fire protection. These fees are assessed at the time of building permit issuance and are calculated based on factors such as the square footage of the development. The collected fees are allocated to fund the necessary public infrastructure and services that support the additional population and usage generated by new developments. The City's discretionary permit process incorporates the applicable required improvements and/or impact fees (approved by City resolution), as conditions of approval, on a project-by-project basis.[26]

[25] 1,791 households x 3.08 persons per household (the average household size according to 2023 American Community Survey data for the City of Cypress) = 5,516 persons

[26] City of Cypress. 2022. *Cypress General Plan 2021–2029 Housing Element Update*. Website: https://www.cypressca.org/departments/community-development/information-on-notable-projects/housing-element-update (accessed May 9, 2025).

Threshold 4.15.1(i): **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?**

Less Than Significant Impact. Construction activities, including proposed roadway improvements associated with the extension of Moody Street from Cerritos Avenue to Katella Avenue and Vessels Circle from its current western terminus to intersect with the Moody Street extension, have the potential to affect fire protection services, including emergency vehicle response times, by temporarily requiring partial lane closures, reducing roadway capacity, or increasing congestion. However, as discussed in Section, 4.17, Transportation, the construction contractor would be required to implement a Transportation Construction Plan (TCP) that complies with applicable engineering standards outlined in the C*alifornia Manual of Uniform Traffic Control Devices*, ensuring that construction activities which may temporarily restrict vehicular traffic would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Traffic management personnel (flag persons), required as part of the construction worksite traffic control plan would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access. If partial lane closures are required, notice would be provided to the OCFA, and flag persons would be used to facilitate the traffic flow until construction is complete. Therefore, potential impacts related to emergency access during construction of the proposed project would not be impeded and response times would not be substantially affected.

In addition, any future projects implemented in accordance with the proposed project would be required to adhere to all OCFA requirements, including providing adequate fire flow/structure protection to the properties, hydrants spaced to meet the minimums identified in the fire code, and providing adequate access for emergency vehicles. Future development projects allowed within the Buildout Area pursuant to the previously approved Specific Plan would be required to conform with applicable City standards and criteria, including consistency with the City's General Plan and Zoning Code. Further, any future development or redevelopment projects requiring discretionary actions would be subject to environmental review, in accordance with the provisions of CEQA and the *State CEQA Guidelines*.

OCFA's ratio of firefighters to residents has remained steady over the last 3 years, ranging from 5.86 to 5.94 per 10,000 residents. As discussed in Section 4.14, Population and Housing, and based on the average persons per household for the City of 3.08,[27] the proposed project would result in an increase of approximately 5,516 new residents. With the assumption that there would be no increase in fire personnel, the firefighter-to-resident ratio would drop from 5.86–5.94 to approximately 5.29 per 10,000 residents, thus resulting in the need to hire approximately four firefighters to maintain OCFA's current firefighter-to-resident ratio. Annual reports show regular additions to staffing, with recent years noting the creation of new positions to meet growing service

[27] United States Census Bureau. 2024. *Cypress City, California* QuickFacts. Website: https://www.census.gov/quickfacts/fact/table/cypresscitycalifornia/PST045224 (accessed January 28, 2025).

demands.[28] In addition, it is the OCFA's goal to have the first responding company for a fire call to reach the emergency scene within 8 minutes and paramedics to reach the scene within 5 minutes at least 90 percent of the time. Based on the Buildout Area's proximity to Fire Station No. 17 (approximately 75 feet), the OCFA is expected to be able to respond to emergencies within the Buildout Area within the stated response time goal.

At this time, OCFA has not identified any new fire station or related facilities construction in the area impacted by the proposed project. If OCFA determines that new facilities are necessary at some point in the future, such facilities: (1) would occur where allowed under the designated land use; (2) would be located on parcels that are infill opportunities on lots that are likely between 0.5 and one acre in size; and (3) would very likely qualify for a Categorical Exemption under CEQA Guidelines Section 15301 or 15332 and, if not, a Negative Declaration or a Mitigated Negative Declaration, and, therefore would not be expected to result in significant impacts.

Based on the above, the proposed project's impacts on fire protection services and the associated need to construct new fire facilities that would cause significant environmental impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.

Regardless, future development would comply with **Regulatory Compliance Measure PS-1**, which requires coordination with OCFA to determine if any development impact fees will be required for the project related to OCCFA staffing and service. Considering current hiring practices, implementation of a TCP, and adherence to **Regulatory Compliance Measure PS-1,** project impacts would be less than significant. No mitigation is required.

Threshold 4.15.1(ii): **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?**

Less Than Significant Impact. Construction activities, including proposed roadway improvements associated with the extension of Moody Street from Cerritos Avenue to Katella Avenue and Vessels Circle from its current western terminus to intersect with the Moody Street extension, have the potential to affect police protection services, including emergency vehicle response times, by temporarily requiring partial lane closures, reducing roadway capacity, or increasing congestion. However, as discussed in Section, 4.17, Transportation, the construction contractor would be required to implement a TCP that complies with applicable engineering standards outlined in the California Manual of Uniform Traffic Control Devices, ensuring that construction activities which may temporarily restrict vehicular traffic would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Traffic management personnel (flag persons), required as part of the construction worksite traffic control plan would be trained to assist in emergency response by restricting or controlling the

[28] Orange County Fire Authority (OCFA). 2023. *2023 Statistical Annual Report*. Website: https://ocfa.org/Uploads/Transparency/OCFA%20Annual%20Report%202023.pdf (accessed May 9, 2025).

movement of traffic that could interfere with emergency vehicle access. If partial lane closures are required, notice would be provided to the CPD, and flag persons would be used to facilitate the traffic flow until construction is complete. Therefore, potential impacts related to emergency access during construction of the proposed project would not be impeded and response times would not be substantially affected.

Future development projects allowed within the Buildout Area pursuant to the approved Specific Plan would be required to conform with applicable City standards and criteria, including consistency with the City's General Plan and Zoning Code. In addition, the proposed project would incorporate feasible Crime Prevention Through Environmental Design (CPTED) principals, including adequate lighting in public and semi-public areas such as walkways, parking lots, and open spaces; clearly defined property boundaries and access control through landscaping and fencing; building designs that promote natural surveillance (e.g., windows overlooking parking areas and pedestrian paths); and the installation of security cameras in parking structures, commercial areas, and community gathering spaces. In addition, the proposed project would coordinate with the CPD during the site design phase for review of circulation, lighting, and security plans. Further, any future development or redevelopment projects requiring discretionary actions would be subject to environmental review, in accordance with the provisions of CEQA and the *State CEQA Guidelines*.

As of the most recent data, the CPD staffs approximately 57 sworn officers for a population of around 49,243 residents, resulting in a ratio of about 1.12 officers per 1,000 residents. With an anticipated population increase of 5,516 residents, the ratio would drop to approximately 1.00 officer per 1,000 residents if staffing remains constant. According to CPD's response letter to the questionnaire sent for the proposed project, CPD has not identified any new police station or related facilities construction in the area impacted by the proposed project and the CPD does not have any current plans to expand existing facilities. However, the CPD continuously evaluates staffing levels and service delivery models as the population in the city grows. In addition, as provided in CPD's response, the projected population increase associated with the proposed project may warrant the addition of approximately five or six new officers to maintain existing service levels and response time goals; however, the CPD also indicated that it anticipates being able to provide adequate service to the proposed project using existing resources in the short term, provided that the City continues to monitor the proposed project's phasing and occupancy stages and evaluate staffing levels as development progresses. In addition, although the CPD would also require additional associated equipment and vehicles and the additional officers may strain locker room capacity and workspace at the existing facility, CPD has indicated that they would not need to construct a new facility in order to serve the proposed project.

If CPD determines that new facilities are necessary at some point in the future, such facilities: (1) would occur where allowed under the designated land use; (2) would be located on parcels that are infill opportunities on lots that are likely between 0.5 and one acre in size; and (3) would very likely qualify for a Categorical Exemption under CEQA Guidelines Section 15301 or 15332 and, if not, a Negative Declaration or a Mitigated Negative Declaration, and, therefore would not be expected to result in significant impacts.

In addition, it is the CPD's goal to maintain a response time of three minutes to emergency calls and six minutes for non-emergency calls. Based on the Buildout Area's proximity to the nearest police

station (approximately 1 mile away), the CPD would be able to respond to calls within the Buildout Area within the stated response time goal.

All future housing projects implemented in accordance with the proposed project would be required to adhere to all applicable policies and codes related to the provision of police services. Any future development projects would be required to obtain City approval of building plans prior to issuance of building permits and would be required to demonstrate during the development review process that law enforcement providers would be able to provide adequate police protection services. In addition, through the City budgetary process a portion of development impact fees would be directed to the CPD, as deemed necessary. The impact development fees have been adopted by the City and are updated periodically following the preparation of a nexus study to confirm that the impact fees are in alignment with the costs required to complete new capital improvements to serve the new development. Considering current hiring practices and discretionary review conditions of approval and with implementation of a TCP, project impacts would be less than significant. No mitigation is required.

Threshold 4.8.1(iii): **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?**

Less Than Significant Impact. The California Office of Public-School Construction published general student yield factors for elementary, secondary (middle/high school), and unified school districts in California (May 2009). The student generation rate for elementary schools is 0.5 student per dwelling unit and the student generation rate for middle/high school students is 0.2 student per dwelling unit. These student generation rates were used to estimate the number of students that could be generated within the boundaries of the LAUSD and AUHSD as a result of project implementation.

According to the Residential and Commercial/Industrial Development School Fee Justification Study completed for the CSD by Cooperative Strategies and dated April 30, 2020, the student generation rate from elementary schools within the CSD was 0.256.[29] These student generation rates were used to estimate the number of students that could be generated within the boundaries of the CSD.

[29] Cooperative Strategies. 2020. *Residential and Commercial/Industrial Development School Fee Justification Study, Cypress School District*. April 30.

As shown in **Table 4.15.B: Residential Lot Acreage and Residential Dwelling Units Distribution by School District**, approximately 47 acres of potential residential development fall within the LAUSD district and 69 acres are located within the AUHSD and CSD districts, respectively. The Project would include up to 1,791 additional residential units within the Buildout Area under the Specific Plan. However, under the proposed development scenario, as detailed in **Figure 4.15-1: School District Boundaries and Potential Residential Growth** and **Table 4.15.B,** below, the additional residential units would be distributed across each school district as follows: 1,176 residential units within CSD, 1,176 residential units within AUHSD, and approximately 413 residential units within LAUSD. It should also be noted that Lot 2 within the Buildout Area is designated to accommodate future development of senior housing and medium-density residential uses under the Specific Plan, with a capacity of up to 404 dwelling units (refer to **Figure 3-5: Vesting Tentative Map No. 19247** in Chapter 3.0, Project Description). In order to account for potential senior housing within the Senior Housing/Medium-Density Residential District, which does not typically generate a school-age population, a portion of these dwelling units (approximately 50 percent or 202 residential units) are assumed to not contribute to student generation. Therefore, it was assumed that a portion of the Buildout Area located within LAUSD boundaries would not result in the generation of school-age students.

Table 4.15.B: Residential Lot Acreage and Residential Dwelling Units Distribution by School District

Lot Number	Specific Plan Land Use District	Lot Size (ac)	Projected Residential dwelling Units within Buildout Area	Acreage of School Districts Within Lots		Project Residential Dwelling Units within School Districts	
				LAUSD	AUHSD/ CSD[1]	LAUSD	AUHSD/ CSD
2	Senior Housing/MDR	23.08	404 du	23.09	--	202 du[2]	
3	Residential	27.15	269 du	13	14	129 du	140 du
4	Residential	19.00	141 du	11	8	82 du	59 du
7	Medium-Density Residential	20.66	309 du	--	20.66	--	309 du
10	Mixed-Use (Town Center/MDR)	2.00	29 du	--	2.00	--	29 du
11	Mixed-Use (Town Center/HDR)	1.75	51 du	--	1.75	--	51 du
12	Mixed-Use (Town Center/HDR)	8.86	265 du	--	8.86	--	265 du
13	Mixed-Use (Town Center/HDR)	6.52	195 du	--	6.52	--	195 du
14	Mixed-Use (Town Center/MDR)	7.33	128 du	--	7.33	--	128 du
Total Acreage of School Districts Within the Residential portions of Buildout Area				47.09	69.12		
Total Residential Units Within School Districts						413	1,176

[1] The AUHSD and CSD districts overlap within the Buildout Area.

[2] The total number of potential residential units in Lot 2 of LAUSD district is projected to be 404 units. However, given that senior housing typically does not generate school-age students, the number of units contributing to student generation has been adjusted. As such, it assumed that approximately 50 percent of the units planned, are planned for senior housing and are excluded from the student generation calculation.

Additionally, approximately 13 acres of Lot 3 (48 percent) and 11 acres of Lot 4 (58 percent) fall within the boundaries of the LAUSD, while approximately 14 acres of Lot 3 (52 percent) and 8 acres of Lot 4 (42 percent) are located within the CSD. For the purposes of this analysis, the residential units in Lots 3 and 4 were allocated based on the percentage of lot area within each district. Accordingly, the 269 units proposed for Lot 3 are estimated to include approximately 129 units within LAUSD[30] and 140 units within CSD,[31] and the 141 units in Lot 4 are estimated to include approximately 82 units within LAUSD[32] and 59 units within CSD.[33] As such, the proposed project would generate approximately 237 additional students in the CSD, 235 additional students in the AUHSD, and 288 additional students in the LAUSD (206 elementary school students and 82 middle/high school students) (refer to **Table 4.15.C: Student Generation Factor**).

Table 4.15.C: Student Generation Factor

Grade Levels	Student Generation Factor	Projected Residential dwelling Units	Projected Enrollment Increase (Students)
Cypress School District (CSD) (Elementary Schools)	0.2011 student/unit	1,176	237
Anaheim Union High School District (AUHSD) (Middle/High School)	0.2 student/unit	1,176	235
Los Alamitos Unified School District (LAUSD) (Elementary School)	0.5 student/unit	413	206
Los Alamitos Unified School District (LAUSD) (Middle/High School)	0.2 student/unit	413	82
Total	--		**760**

Sources: State of California, Office of Public School Construction (2019); Cooperative Strategies (2020, 2022).

CSD

According to the Residential and Commercial/Industrial Development School Fee Justification Study completed for the CSD by Cooperative Strategies and dated March 28, 2024, the CSD had a facilities capacity of 4,400 students in the 2023–2024 school year.[34] As previously discussed, CSD's enrollment was 3,319 students in the 2023–2024 school year.[35] As such, the CSD operates under capacity and has an additional 1,081 seats available for new students. As shown in **Table 4.15.C**, above, the residential units that could be developed within the portion of the Buildout Area that is in the CSD are estimated to generate 237 new elementary level students, at full occupation. This

30 269 (total residential units in Lot 3) × 0.48 (percentage of Lot 3 acreage within LAUSD) = 129 (estimated number of units within the LAUSD portion of Lot 3)

31 269 (total residential units in Lot 3) × 0.52 (percentage of Lot 3 acreage within CSD) = 140 (estimated number of units within the CSD portion of Lot 3)

32 141 (total residential units in Lot 4) × 0.58 (percentage of Lot 4 acreage within LAUSD) = 82 (estimated number of units within the LAUSD portion of Lot 4)

33 141 (total residential units in Lot 4) × 0.42 (percentage of Lot 4 acreage within CSD) = 59 (estimated number of units within the CSD portion of Lot 4)

34 Cooperative Strategies. 2024. *Residential and Commercial/Industrial Development School Fee Justification Study, Cypress School District*. March 28.

35 Ibid.

represents a 7.0 percent increase to CSD's student enrollment population.[36] However, this increase in elementary level students can be accommodated by the CSD's available capacity of 1,081 seats available. In addition, with implementation of **Regulatory Compliance Measure PS-2** as described below, it is expected that CSD would have sufficient capacity to accommodate new elementary level students generated by the housing units in the Buildout Area pursuant to the Specific Plan.

AUHSD

AUHSD's enrollment was 27,748 students in the 2023–2024 school year. As shown in **Table 4.15.C** above, development of residential units in the Buildout Area pursuant to the Specific Plan is estimated to generate 235 new middle and high school level students. This represents a 0.84 percent increase to AUHSD's student enrollment population.[37] According to the AUHSD Facilities Master Plan Update,[38] the AUHSD is experiencing an overall decline in enrollment of approximately 3,200 students through the 2025–2026 school year in the cities of Anaheim, Buena Park, Cypress, La Palma, and Stanton.[39]

Pursuant to California Education Code Section 17620(a)(1), the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of school facilities. The applicant/developer of future residential and commercial development projects in the Buildout Area pursuant to the Specific Plan would be required to pay such fees to reduce any impacts of new residential or commercial development on school services as provided in Section 65995 of the California Government Code (refer to **Regulatory Compliance Measure PS-2)**. With the AUHSD's projected decline in enrollment, and with payment of development impact fees on a project-by-project basis, it is expected that AUHSD would have sufficient capacity to accommodate new middle and high school level students generated with implementation of the proposed project.

LAUSD

LAUSD has been experiencing a decline in enrollment since the 2016–2017 school year.[40] As shown in **Table 4.15.B** above, the residential units that could be developed within the portion of the Buildout Area that is in the LAUSD are estimated to generate 206 new elementary level students and 82 new middle/high school level students, for a total of 288 new students. This represents a 3.2 percent increase to LAUSD's student enrollment population; however, this increase in students can be accommodated by the LAUSD because LAUSD has sufficient capacity due to decreasing enrollment.[41] In addition, an applicant/developer of future residential and commercial development

36 (237 new students/3,389 current enrollment CSD) × 100 = 7.0 percent increase for CSD

37 (235 new students/27,748 current enrollment AUHSD) ×100= 0.84 percent increase for AUHSD

38 Anaheim Union High School District (AUHSD). 2022. *Facilities Master Plan Update, 3.2 Planning Considerations; Enrollment Projections and Demographics.* February 16. Website: https://www.auhsd.us/District/Department/14195-FACILITIES/88521-New-2022-Facilities-Master-Plan.html (accessed May 8, 2025).

39 Ibid.

40 California Department of Education. 2023. DataQuest, Enrollment Multi-Year Summary by Grade, Los Alamitos Unified Report (30-73924). Website: https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdYears.aspx?cds=3073924&agglevel=district&year=2022-23&ro=y (accessed July 28, 2023).

41 (288 new students/8,931current enrollment LAUSD) x 100 = 3.2 percent increase LAUSD

projects in the Buildout Area pursuant to the Specific Plan may be required to pay such fees to reduce any impacts of new residential development on school services as provided in **Regulatory Compliance Measure PS-2**.

With the LAUSD's continued pattern of decline in enrollment, and with payment of development impact fees on a project-by-project basis, it is expected that LAUSD would have sufficient capacity to accommodate new students generated with implementation of the proposed project. Pursuant to the provisions of Government Code Section 65996, a project's impact on school facilities is fully mitigated through payment of the requisite school facility development fees current at the time a building permit is issued. Therefore, with payment of the required fees, as outlined in **Regulatory Compliance Measure PS-2**, potential impacts to school services and facilities associated with implementation of the proposed project would be less than significant. No mitigation is required.

Threshold 4.15.1(iv): **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?**

Less Than Significant Impact. According to the Conservation/Open Space/ Recreation Element of the City's General Plan, the City aims to provide a total of 4.5 acres of parkland per 1,000 residents and currently has a total supply of approximately 93.9 acres of park and recreational facilities. Given the approximate population of 48,782 residents, the current parkland ratio is 1.92 acres per 1,000 residents, which does not meet the City's parkland objective of 4.5 acres per 1,000 residents. The City would need a total of 146.35 acres of park space (including public school facilities) to meet its current goal of providing 4.5 acres per 1,000 persons. Therefore, the City currently has a deficiency of approximately 52.45 acres.

As discussed in Section 4.16, Recreation, the proposed project could result in the development of up to 1,791 residential units and 440,000 square feet of non-residential development within the Buildout Area, which could add approximately 5,516 residents to the City's population.[42] The additional 5,516 residents would change this ratio to 1.73 acres of parkland per 1,000 residents, which is also below the City's goal.[43] As specified in Article VI of the City's Municipal Code, the City requires land to be dedicated as parks for subdivisions that include new residential construction that qualify as dwelling units as defined by section 6.31.020(D) of the City's Zoning Ordinance and section 205(D) of the 2001 California Building Code as they currently exist.[44] Per Section 25-45 of the Municipal Code, the amount of required land dedication is 130.68 square feet multiplied by the number of anticipated residents (dwelling units multiplied by average household size). Based on this

[42] 1,791 households x 3.08 persons per household = 5,516 persons

[43] 93.9 acres ÷ 54,289 (total population including the additional 5,516 residents) = 1.73 acres per 1,000 residents

[44] City of Cypress. 2024. *Cypress Municipal Code*. Article VI Park and Recreation Facilities. Website: https://ecode360.com/43174531?highlight=park,recreational&searchId=27310103989275668#43174532 (accessed May 6, 2025).

calculation, the amount of land required to be dedicated in conjunction with the additional 1,791 residential units is approximately 720,830 square feet or 16.5 acres.[45] The Municipal Code also allows payment of park fees or a credit for private open space in lieu of the land dedication.

The Specific Plan establishes the development of standards for land uses proposed as part of the project. As established in the Specific Plan, 18.2 acres of land shall be set aside exclusively for two public parks within the Public Park District. This area was considered to be large enough to provide passive and active recreational uses. An additional 2 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. Lexington Park, which is approximately 9 acres and is located outside the Buildout Area has already been developed adjacent to Lots 1 and 2 of Vesting Tentative Tract Map (VTTM) 19247, and counts toward the 20-acre park requirement included in the Specific Plan. The proposed project would include approximately 11 acres of land on which park and recreational uses would be developed.

The specific amenities and improvements that would be developed in the Specific Plan's Public Park District and the additional 2 acres of public park space would be determined in connection with future development projects as they are proposed within the Buildout Area. The proposed project would also include additional open space areas as an amenity for future residents. The amount of open space, improvements, and amenities in the final buildout is not known or defined at this programmatic stage of the proposed project but would be consistent with requirements in the Specific Plan.

In addition, as noted above, the City requires that every subdivider comply with Article VI of the Municipal Code by dedicating land, paying a park fee, obtaining a private open space credit or some combination, for the purposes of providing park and recreational facilities (see **Regulatory Compliance Measure PS-3** provided below). As such, all future projects within the Buildout Area would comply with the Specific Plan as well as the City's General Plan and Municipal Code, as applicable. The proposed project would include approximately 11 acres of land in the Buildout Area on which park and recreational uses would be developed and accessible to the public. With the dedication of this land, the City's parkland to resident ratio would be 1.93 acres per 1,000 residents, which does not meet the City's parkland goal but is slightly greater than the City's existing parkland ratio.[46] As such, implementation of the proposed project would improve the City's existing parkland to resident ratio from existing conditions. In addition, consistent with Article VI, a future applicant/developer in the Buildout Area would be required to pay applicable park fees, obtain a private open space credit, or some combination, as specified in **Regulatory Compliance Measure PS-3**. Therefore, potential impacts to parks associated with implementation of the proposed project would be less than significant. No mitigation is required.

[45] 5,516 residents X 130.68 square feet = 720,830 square feet or 16.5 acres

[46] 104.9 acres (total parkland including the 11 acres of parkland) ÷ 54,289 (total population including the additional 5,516 residents) = 1.93 acres per 1,000 residents

Threshold 4.15.1(v): **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?**

Less Than Significant Impact. The OCPL system provides library services within the jurisdictions of many of the County's cities as well as unincorporated areas. The City is served by OCPL's Cypress Branch, which is located within the Cypress Civic Center at 5331 Orange Avenue, approximately 1 mile north of the Buildout Area. The Cypress Branch is the only library branch serving the City providing library materials, computer access meeting room space, and study areas to its approximately 48,782 residents. According to the City's Conservation/Open Space/Recreation Element, the Cypress branch contains approximately 112,566 volumes and sponsors programs including Pre-School Storytime and the Fun Club for Children.

Although OCPL has not formally adopted a library demand ratio, demand for library services is typically determined based on the size of the resident population. As previously stated, buildout of the proposed project may result in approximately 5,516 new residents. According to the County's service standards of 0.2 sf of library space per capita and 1.5 books per capita, the Cypress Branch Library has the capacity to accommodate a population of 75,000 and enough books to serve a population of 58,667. The City currently exceeds the County's standards for size and number of books since the City's most current population estimate is 48,782. Accordingly, the Cypress Branch Library has sufficient capacity to accommodate the additional population growth associated with the proposed project.

For the reasons discussed above, the proposed project would not result in additional physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance measures. The proposed project's impacts would be less than significant; no mitigation is required.

4.15.7 Level of Significance Prior to Mitigation

Impacts related to public services would be less than significant, and no mitigation is required.

4.15.8 Regulatory Compliance Measures and Mitigation Measures

4.15.8.1 Regulatory Compliance Measures

The proposed project would comply with the following standards, the implementation of which is intended to reduce impacts related to public services.

Regulatory Compliance Measure PS-1 Any future projects implemented within the Buildout Area in accordance with the City of Cypress (City) Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan) would be required to

	coordinate with the Orange County Fire Authority (OCFA) to determine the appropriate development impact fees required to offset potential impact to OCFA staffing and service ability. Prior to the approval of such projects, the designated site developer shall enter into a Secured Fire Protection Agreement with OCFA that details the agreed-upon development impact fees required for the project.
Regulatory Compliance Measure PS-2	**Payment of School Fees.** Prior to issuance of any building permits within the Buildout Area in accordance with the Specific Plan, the applicant/ developer of future development projects facilitated by the proposed project shall provide proof to the Director of the City of Cypress Community Development Department, or designee, that payment of all applicable school fees has been made to the appropriate school district(s) in compliance with Section 65995 of the California Government Code.
Regulatory Compliance Measure PS-3	**Dedication of Parkland and/or Payment of Park Fees.** Prior to issuance of any building permits within the Buildout Area in accordance with the Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan), a future applicant/developer shall provide proof of compliance with the applicable provisions of Chapter 25 (Subdivisions), Article VI, Park and Recreational Facilities, of the City of Cypress Municipal Code.

4.15.8.2 Mitigation Measures

No mitigation measures are required.

4.15.9 Level of Significance after Mitigation

The proposed project would not result in any significant impacts to public services. No mitigation is required.

4.15.10 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts are impacts created as a result of the combination of an individual project together with other past, current, and probable future projects causing related impacts. An EIR must discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable. The cumulative study area for public services is the City of Cypress.

As shown in **Table 4.A: Summary of Related Projects**, in Chapter 4.0, Existing Setting, of this Draft EIR, eight projects in proximity to the Buildout Area are approved or under construction within the City. Each of these projects, as well as all proposed projects in the City, are required to comply with applicable State and local regulations governing public services.

In addition, some of the related projects identified in **Table 4.A** have undergone environmental review pursuant to CEQA, which included an analysis of potential impacts on public services. According to the EIRs prepared for the Shae Properties Mixed Use Development Project (Related Project 1), Melia Homes-Citrus Square Project (Related Project 2), and the Los Alamitos Medical Center Project (Related Project 7), impacts on public services would be less than significant with implementation of the projects. Further, the EIRs determined that cumulative impacts related to public services would be less than significant. In addition, Goodman Commerce Center Project (Related Project 3) was analyzed in an Initial Study/Mitigated Negative Declaration (IS/MND), which determined that all impacts on public services would also be less than significant. In addition, the environmental documents for these projects required adherence to measures similar to **Regulatory Compliance Measures PS-1** through **PS-3.** The Sycamore Creek Charter School Project (Related Project 6) and 4562 Katella Avenue Project (Related Project 8) were determined to be exempt from CEQA review under Section 15332 of the *State CEQA Guidelines* (for infill development) and Notices of Exemption (NOEs) were prepared. In order for a project to be exempt under Section 15332 of the *State CEQA Guidelines*, the project site must be adequately served by all required utilities and public services. As such, development of the related projects in combination with the proposed project would not result in significant impacts on public services. The LTP Modern Machine Project (Related Project 5) and 8561 Belmont Street Project (Related Project 4) would also be required to undergo environmental review pursuant to CEQA, which would include an analysis of potential impacts on public services and the identification of any mitigation measures to reduce potential impacts, if necessary.

As detailed in this section, the proposed project would have a less than significant impact on public services including fire protection, police protection, schools, parks, and other public facilities and would adhere to all applicable policies and codes related to the provision of firefighting and police services including OCFA requirements related to providing adequate fire flow/structure protection to the Buildout Area and provide adequate access for emergency vehicles. In addition, OCFA and CPD would be able to respond to emergencies within the Buildout Area within the stated, respective response times. Further, future development projects in the Buildout Area would be required to adhere to **Regulatory Compliance Measures PS-1** through **PS-3**, which require the payment of development impact fees for fire protection, school services, and parks, respectively.

Future development of the Buildout Area would not result in population growth that would exceed the 2019 to 2050 growth forecast for the City. According to the SCAG, the City's population in 2050 is expected to be 56,200 persons,[47] increasing by 6,000 persons from the actual 2019 population of

[47] Southern California Association of Governments (SCAG). 2024. Connect Socal 2024. *Demographics and Growth Forecast Technical Report*. Website: https://sustain.scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf (accessed May 13, 2025).

50,200 persons.[48] Although implementation of the proposed project would facilitate an increase in demand for school facilities, this increase in demand is consistent with the increase in the City's population. In addition, developers of future residential development projects in the Buildout Area pursuant to the Specific Plan would be required to pay their fair share of school impact fees. Any population growth associated with the project that would lead to potential strains on public services would not be substantial because it would be located within an area capable of supporting it. Additionally, since all projects within the cumulative study area would be required to implement measures similar to **Regulatory Compliance Measures PS-1** through **PS-3**, to reduce or eliminate project-specific impacts to public resources, implementation of the proposed project, when evaluated in combination with the development of projects listed in **Table 4.A**, would not contribute to a cumulatively considerable impact on public resources. Therefore, there would be no cumulatively significant impact on public resources, and no mitigation is required.

[48] Southern California Association of Governments (SCAG). 2024. *Growth Forecastin*g. Website: https://scag.ca.gov/growth-forecasting (accessed May 8, 2025).

This page intentionally left blank

4.16 RECREATION

This section describes the parks and other recreational facilities near the Buildout Area and evaluates the potential impacts of the Specific Plan 3.0 Buildout Project (proposed project) on those facilities. This section also discusses the existing setting of recreational facilities within and near the City of Cypress (City) and sets forth the relevant regulatory requirements that apply to the analysis of the proposed project's impact on recreation facilities. This section is based, in part, on information provided in the Conservation/Open Space/Recreation Element of the City's General Plan and applicable provisions of the City's Municipal Code.

4.16.1 Scoping

The City received six comment letters during the public review period of the Notice of Preparation (NOP). For a copy of the NOP comment letters, refer to **Appendix A** of this Draft Environmental Impact Report (Draft EIR). No comment letters included comments related to recreation.

4.16.2 Methodology

Impacts on recreation facilities were assessed based on the potential for the proposed project to generate increased demand on recreational facilities that could result in the deterioration of, or contribute toward substantial accelerated deterioration of, those facilities or require the construction of new facilities or expansion of existing facilities that could have an adverse physical effect on the environment. For the purposes of this analysis, "recreational facilities" are defined as parks and designated public areas used for active or passive recreation, including schools and community facilities.

The Conservation/Open Space/Recreation Element of the City's General Plan defines recreational resources to include parks, schools, community facilities, and privately owned recreational facilities. The City's Municipal Code and the Conservation/Open Space/Recreation Element contain requirements for the dedication of land, or the payment of park fees, or both, for recreational purposes in connection with residential development purposes, and an additional 1.5 acres of land per 1,000 residents for such purposes that are made available at K-12 schools through a cooperative arrangement between the City, local school districts, and local park and recreation districts. This results in a total of 4.5 acres of land per 1,000 residents.

4.16.3 Existing Environmental Setting

The Buildout Area does not contain any parks or recreation resources. The Buildout Area contains several properties, including the Los Alamitos Race Course (LARC) Property, the Cypress Golf Course property, and the Grace Church Property. The LARC Property includes a variety of existing structures and facilities that support horse racing, training, and community activities. The Cypress GC Property includes a portion of the former Cypress Golf Club, which is no longer operating. LARC currently uses approximately 1 acre of the Cypress GC Property (designated as Lot 1 in Vesting Tentative Tract Map (VTTM) 19247) as a maintenance yard, while the clubhouse for the former Cypress Golf Club is presently being used as a church. Lastly, the land owned by Grace Church within the Buildout Area, designated as Lots 5 and 10 in VTTM 19247, is part of a larger church property that is currently used for religious services and events and includes a small school, open space, and parking areas.

As previously mentioned in Chapter 3.0, Project Description, the Specific Plan includes two discrete portions of land that are not part of the Buildout Area. This includes 9 acres of land on which the City has previously developed Lexington Park, located adjacent to Lots 1 and 2 in VTTM 19247.

4.16.3.1 Existing Recreational Facilities

There are currently a total of 20 developed public parks within the City, which range in size from the approximately 0.17-acre Laurel Park to the 22-acre Oak Knoll Park.[1] According to the Conservation/ Open Space/Recreation Element of the City's General Plan,[2] the City had approximately 82 acres of park and recreational facilities in 2001.[3] Subsequently, the City added 2.9 acres of park space at the former Mackay School site, which increased its park space to 84.9 acres. Additionally, the City recently constructed Lexington Park, a new 9-acre sports park at the southeastern corner of Lexington Drive and Cerritos Avenue (immediately west of the Buildout Area).

The City classifies parks as community, neighborhood, or mini-facilities based on size. In addition to the City's parks, Cypress residents have access to recreational facilities at 11 K–12 schools, which add approximately 100 additional acres to the City's recreational facilities,[4] and 9 acres of open space and recreational facilities at Cypress Community College. Fees are charged by Cypress Community College for use of its facilities other than its track and tennis courts.

Community Parks. Arnold Cypress Park (14.5 acres) and Oak Knoll Park (22 acres) are the two major community parks located in the City.[5] Community parks serve neighborhoods and offer recreational opportunities for large groups. These parks are generally over 10 acres in size and include a variety of facilities, such as active recreational facilities (i.e., athletic fields and group picnic areas). In addition, these large parks often include community centers.

Neighborhood Parks. Neighborhood parks are smaller in size than community parks and typically range in size from 3 to 5 acres. Within the City, the 15 neighborhood parks encompass approximately 48 acres. Neighborhood parks are often located adjacent to elementary schools and normally include tot lots, picnic facilities, and a multi-use court.

Mini Parks. Mini-parks are less than 1 acre in size and are usually located near schools or residential developments. The City's three mini-parks serve as playgrounds for children or as a place for people to relax in an urban environment. There are 1.26 acres of mini-parks within the City.[6]

As shown in **Table 4.16.A: City of Cypress Parks and Recreational Facilities in the Vicinity of the Buildout Area** below, four City parks and recreational facilities are within 1.5 mile of the Buildout Area.

1 City of Cypress. 2020. Facility and Park Locations. Website: https://www.cypressca.org/activities/facility-park-locations (accessed March 2026).
2 City of Cypress. 2001. *Cypress General Plan Conservation/Open Space/Recreation Element*.
3 Ibid.
4 City of Cypress. 2015. *Barton Place Final Environmental Impact Report*. October
5 Ibid.
6 Ibid.

Table 4.16.A: City of Cypress Parks and Recreational Facilities in the Vicinity of the Buildout Area

Name and Address	Distance from Buildout Area (miles)	Type	Size (acres)	Amenities
Lexington Park 4600 West Cerritos Avenue	70 feet west	Community	9	Children's playground equipment, multi-use court, multi-use play field (natural and synthetic turf), picnic pavilions, walking path, electric vehicle parking, restroom
Damron Park - 5400 Myra Avenue	0.3 mile north	Public	0.5	Children's playground, turf field
Veterans Park 4554 Avenida Granada	0.5 mile north	Community	6.4	Children's playground equipment, skatepark, volleyball court, basketball court, turf field, walking path parking, restroom
Nature Park 4201 Ball Road	0.7 mile north	Private	6	Seasonally open park. Walking trails

Regional Parks. Currently, there are no regional parks within the City; however, seven regional park facilities are located in surrounding communities:

- The City of Long Beach operates El Dorado Regional Park approximately 3.3 miles west of the Buildout Area. El Dorado Regional Park incorporates approximately 450 acres total. Recreational amenities within the park include an archery range, barbeque and picnic areas, 5 miles of bike paths, a campground, a 100-acre nature center, two stocked fishing lakes, a physical fitness course, and playgrounds for children.

- The County of Orange (County) operates Ralph B. Clark Regional Park, which is located approximately 9.2 miles northeast of the Buildout Area, in the City of Buena Park. Ralph B. Clark Regional Park incorporates approximately 104 total acres. Recreational amenities within the park include picnic areas, hiking and biking trails, playgrounds for children, sports fields, baseball and softball diamonds, volleyball courts, tennis courts, an amphitheater, and a lake.

- Heartwell Park is approximately 5.5 miles northwest of the Buildout Area, in the City of Long Beach. The park incorporates approximately 123 total acres. Recreational facilities within the park include a stocked fishing pond, bike paths, a physical fitness course, picnic areas, baseball diamonds, athletic fields, tennis courts, basketball courts, and volleyball courts.

- Cerritos Regional Park is approximately 5 miles northwest of the Buildout Area, in the City of Cerritos. The park incorporates approximately 84 total acres. Recreational amenities within the park include a swimming pool, a stocked fishing pond, baseball diamonds, a gymnasium, a multipurpose room, and picnic areas.

- Rynerson Park is approximately 5.5 miles northwest of the Buildout Area, in the City of Lakewood. The park incorporates approximately 40 total acres. Recreational facilities within the

park include bike paths, baseball diamonds, a wildflower meadow, picnic acres, a physical fitness circuit, a 1.5-mile fitness trail, and an amphitheater.

- El Rancho Verde Park and Bicycle Path is approximately 4.2 miles northwest of the Buildout Area, in the Cities of La Palma and Buena Park. The park incorporates approximately 5.25 total acres. Recreational facilities within the park include a botanical garden, exercise stations, playgrounds for children, and a 12-mile bike path.

- The Bolsa Chica Wetlands are approximately 8.6 miles south of the Buildout Area, in the City of Huntington Beach. The wetlands consist of an approximately 1,400-acre nature reserve. Recreational amenities surrounding the wetlands include walking trails, guided tours, educational programs, and volunteer programs.

Community Facilities. The City has a number of community facilities that host many of its recreation and cultural programs. These facilities include the Cypress Community Center, the Cypress Civic Center and the Cypress Senior Center. These facilities provide a multitude of uses to help meet the recreational needs of the City's residents.

Other Public Facilities. A portion of one public golf course, the Navy Golf Course, is located within the City approximately 1 mile southeast of the Buildout Area. This 220-acre, 27-hole golf complex is owned by the United States Department of the Navy. Additionally, four other public golf courses are located within 5 miles of the proposed project:

- The El Dorado Park Golf Course is approximately 4 miles west of the Buildout Area in the City of Long Beach. This golf course includes an 18-hole golf course, occupying approximately 275 total acres. The El Dorado Park Golf Course is open to the public and includes an event center.[7]

- The Heartwell Golf Course is approximately 5.5 miles northwest of the Buildout Area in the City of Long Beach. This golf course includes an 18-hole golf course, occupying approximately 37 total acres. The Heartwell Golf Course is open to the public and includes a restaurant.

- The Recreation Park Golf Course is approximately 7 miles southwest of the Buildout Area in the City of Long Beach. This golf course includes an 18-hole golf course, occupying approximately 170 total acres. The Recreation Park Golf Course is open to the public and includes a clubhouse, banquet facility, and garden gazebo.

- The Dad Miller Golf Course is approximately 6.2 miles northeast of the Buildout Area, in the City of Anaheim. This golf course includes an 18-hole golf course, occupying approximately 60 total acres. The Dad Miller Golf Course is open to the public and includes a clubhouse and a banquet hall.

[7] City of Cypress. 2001. *Cypress General Plan Conservation/Open Space/Recreation Element.*

4.16.4 Regulatory Setting

The following section describes the federal, State, regional, and local regulatory framework applicable to analyzing potential impacts related to recreation from development of the proposed project.

4.16.4.1 Federal Regulations

There are no federal policies or regulations related to recreation applicable to the proposed project.

4.16.4.2 State Regulations

Quimby Act of 1975. The State Quimby Act (California Government Code Section 66477) allows the legislative body of a city or county to require by ordinance the dedication of land, the payment of an in-lieu park fee, or a combination thereof, for the approval for a final tract or parcel map. In cases where such dedication or park fee is not obtained through a map, compliance with local Quimby requirements may be imposed when building permits are issued. The following conditions must be met to comply with the Quimby Act:

- The city or county ordinance must include definitive standards for determining the proportion of a subdivision to be dedicated and the amount of any fee to be paid in lieu thereof.

- The legislative body must adopt a general plan containing a recreation element, and any proposed park or recreational facility must be consistent with the principles and standards established in the element

4.16.4.3 Regional Regulations

There are no regional regulations applicable to the proposed project.

4.16.4.4 Local Regulations

Cypress Town Center and Commons Specific Plan 3.0. The Specific Plan establishes the development of standards for land uses proposed as part of the proposed project. As established in the Specific Plan, 18.2 acres of land shall be set aside exclusively for two public parks within the Public Park District. This area was considered to be large enough to provide passive and active recreational uses. An additional 2 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.

City of Cypress Conservation/Open Space/Recreation Element. The Conservation/Open Space/ Recreation Element of the City's General Plan describes existing park and recreational facilities within the City, compares the existing acreage of facilities to the standard set forth in the City's Municipal Code (described above) and identifies goals and policies for the provision of parks and recreational facilities.

The following policy in the Conservation/Open Space/Recreation Element applies to the proposed project:

- **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.

City of Cypress Municipal Code. The City of Cypress Municipal Code Chapter 25, Article 6, Section 25-41, Provision of Park and Recreational Facilities, states that "every subdivider who subdivides land shall dedicate a portion of such land, pay a fee, or do both as set forth in this article for the purpose of providing park and recreational facilities, including recreational community gardening facilities, to help serve the future residents of such subdivision."

Section 25-43 of the Municipal Code establishes a standard of 3.0 acres of land per 1,000 residents for park and recreational purposes, and an additional 1.5 acres of land per 1,000 residents for such purposes that are made available at K-12 schools. This code standard is also consistent with the Conservation/Open Space/Recreation Element Policy COSR-6.1, as discussed below.

4.16.5 Thresholds of Significance

The thresholds of significance for recreation impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant impact with respect to recreation if it would:

Threshold 4.16.1: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or

Threshold 4.15.2: Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.16.6 Project Impacts

Threshold 4.16.1: Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. The proposed project would include up to 1,791 residential units and 440,000 square feet of non-residential development within the Buildout Area. As described in Section 4.14, Population and Housing, and based on the average persons per household for the City of 3.08,[8] full buildout of the Buildout Area is expected to result in approximately 5,516 new residents.[9] The City's Municipal Code states a goal of providing 4.5 acres of land per 1,000 residents for park and recreational purposes, including 1.5 acres of land per 1,000 residents for purposes that are made available at K-12 schools through a cooperative arrangement between the City, local school districts, and local park and recreation districts.

[8] United States Census Bureau. 2024. *Cypress City, California* QuickFacts. Website: https://www.census.gov/quickfacts/fact/table/cypresscitycalifornia/PST045224 (accessed January 28, 2025).

[9] 1,791 households x 3.08 persons per household =5,516 persons

The City currently has 93.9 acres of parkland available for its 48,782 residents, and it currently provides approximately 1.92 acres of parkland per 1,000 residents, which does not meet the City's parkland objective of 4.5 acres per 1,000 residents. The additional 5,516 residents would change this ratio to 1.73 acres of parkland per 1,000 residents, prior to construction of any recreational resources proposed by the project.[10] As specified in Article VI of the City's Municipal Code, the City requires land to be dedicated as parks for subdivisions that include new residential construction that qualify as dwelling units as defined by section 6.31.020(D) of the City's Zoning Ordinance and section 205(D) of the 2001 California Building Code as they currently exist.[11] Per Section 25-45 of the Municipal Code, the amount of required land dedication is 130.68 square feet multiplied by the number of anticipated residents (dwelling units multiplied by population density). Based on this calculation, the amount of land required to be dedicated is approximately 720,830 square feet or 16.5 acres.[12] The Municipal Code also allows payment of park fees or a credit for private open space in lieu of the land dedication.

The Buildout Area would include approximately 11 acres of land on which park and recreational uses would be developed, which does not include the already developed, 9-acre Lexington Park, adjacent to Lots 1 and 2 of VTTM 19247. Project implementation would include an additional 11 acres of park space, provided in the Public Park District and one or more of the other Land Use Districts. With the dedication of this land, the City's parkland to resident ratio would be 1.93 acres per 1,000 residents, which is an improvement over existing ratios. However, even with project implementation, the City would not meet the overall stated goals.[13] The specific amenities and improvements that would be developed in the Public Park District and additional 2 acres of public park space would be determined in connection with future development projects that are proposed within the Buildout Area. The proposed project would also include additional open space areas as an amenity for future residents. The amount of open space, improvements, and amenities in the final buildout is not known or defined at this programmatic stage of the proposed project but would be consistent with requirements in the Specific Plan.

As such, implementation of the proposed project would not worsen the City's existing parkland to resident ratio from existing conditions. In addition, consistent with Article VI, a future applicant/ developer in the Buildout Area would be allowed to pay applicable park fees, obtain a private open space credit, or some combination, as specified in **Regulatory Compliance Measure PS-3,** detailed in Section 4.15, Public Services and provided below. Therefore, the proposed project's impact to parks and recreational facilities would be less than significant, and no mitigation is required.

---

10 93.9 acres ÷ 54,289 (total population including the additional 5,516 residents) = 1.73 acres per 1,000 residents

11 City of Cypress. *Cypress Municipal Code.* Article VI Park and Recreation Facilities. Website: https://ecode360.com/43174531?highlight=park,recreational&searchId=27310103989275668#43174532 (accessed May 6, 2025).

12 5,516 residents X 130.68 square feet = 720,830 square feet or 16.5 acres

13 104.9 acres (total parkland including the 11 acres of parkland) ÷ 54,289 (total population including the additional 5,516 residents) = 1.93 acres per 1,000 residents

Threshold 4.16.2: Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

***Less Than Significant Impact*.** The Draft EIR evaluates potential impacts to parks and recreational facilities at a programmatic level, based on the overall buildout scenario proposed under the proposed project. This includes a general assessment of whether the proposed project would result in the need for new or physically altered recreational facilities or otherwise degrade the quality of existing recreational resources in the City. Any construction or operational impacts associated with the proposed project are addressed in this program-level analysis. The proposed project would include approximately 11 acres of land on which park and recreational uses would be developed. The specific amenities and improvements that would be developed in the 9 acres of Public Park District and the additional 2 acres of public park space would be determined in connection with future development projects as they are proposed within the Buildout Area. Future individual development projects implemented within the Buildout Area pursuant to the previously approved Specific Plan would be subject to further project-specific evaluation to determine whether they are consistent with the assumptions in Draft EIR. If a future project exceeds the scope of this analysis or results in site-specific impacts not previously addressed, additional environmental review under CEQA may be required to evaluate impacts to recreation and ensure compliance with applicable policies, standards, and mitigation measures.

Although the proposed project is anticipated to add approximately 5,516 new residents to the City, as described in Threshold 4.16.1 previously, it is not expected to result in the need for new or expanded recreational facilities. The Buildout Area is well-served by a range of existing parks and recreational resources, both locally within the City and regionally through access to nearby county and open space amenities. In addition, as previously discussed, project implementation would include an additional 11 acres of park space, provided in one or more of the other Land Use Districts. With the addition of this land, the City's parkland to resident ratio would be 1.93 acres per 1,000 residents, which is an improvement over existing ratios.

Given the availability and distribution of these facilities, as well as the City's existing park planning framework and service standards, the increase in population would not result in the physical deterioration of existing recreational resources or necessitate the construction of new parks or recreational infrastructure. As such, potential impacts would be less than significant, and no mitigation is required.

4.16.7 Level of Significance Prior to Mitigation

The proposed project would not result in any significant impacts to parks and recreation resources, and no mitigation is required.

4.16.8 Mitigation Measures

With adherence to **Regulatory Compliance Measure PS-3,** the proposed project would result in less than significant impacts related to recreation, and no mitigation measures are required.

4.16.9 Regulatory Compliance Measures

The proposed project would comply with the following standards, the implementation of which is intended to reduce impacts related to parks and recreational facilities.

Regulatory Compliance Measure PS-3 **Dedication of Parkland and/or Payment of Park Fees.** Prior to issuance of any building permits within the Buildout Area in accordance with the Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan), a future applicant/developer shall provide proof of compliance with the applicable provisions of Chapter 25 (Subdivisions), Article VI, Park and Recreational Facilities, of the City of Cypress Municipal Code.

4.16.10 Level of Significance after Mitigation

The proposed project would not result in any significant impacts to parks and recreation resources, and no mitigation measures are required.

4.16.11 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guideline*s, cumulative impacts are impacts created as a result of the combination of an individual project together with other past, current, and probable future projects causing related impacts. An EIR must discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable. The Buildout Area is located within the City of Cypress and is subject to the City's Municipal Code requirements for dedicating land, paying a park fee, obtaining a private open space credit or some combination. For the purposes of this cumulative analysis, the geographic scope includes the City of Cypress, as the potential impacts on recreational facilities would occur within the City through increased demand for parkland and recreational amenities.

Future residents of the proposed project would utilize the proposed parkland and recreational facilities associated with the proposed project due to proximity to their residents. The proposed project, in combination with other related past, present, and reasonably foreseeable future projects identified in **Table 4.A: Summary of Related Projects,** in Chapter 4.0, Existing Setting, of this Draft EIR, would incrementally increase the City's population, thereby increasing demand for park and recreational facilities. However, the proposed project and related projects in the City would be required to comply with Article VI of the Municipal Code, as specified in **Regulatory Compliance Measure PS-3.** Article VI requires the dedication of land, payment of a park fee, a private open space credit, or some combination for the purposes of providing park and recreational facilities.

In addition, some of the related projects identified in **Table 4.A** have undergone environmental review pursuant to CEQA, which included an analysis of potential impacts related to recreation. According to the EIRs prepared for the Shea Properties Mixed Use Development Project (Related Project 1), Melia Homes-Citrus Square Project (Related Project 2), and the Los Alamitos Medical Center Project (Related Project 7), impacts related to recreation would be less than significant with implementation of the projects. Further, the EIRs determined that cumulative impacts related to

recreation would be less than significant. In addition, Goodman Commerce Center Project (Related Project 3) was analyzed in an Initial Study/Mitigated Negative Declaration (IS/MND), which determined that all impacts related to recreation would also be less than significant. In addition, the environmental documents for these projects required adherence to measures similar to **Regulatory Compliance Measure PS-3.** The Sycamore Creek Charter School Project (Related Project 6) and 4562 Katella Avenue Project (Related Project 8) were determined to be exempt from CEQA review under Section 15332 of the *State CEQA Guidelines* (for infill development) and Notices of Exemption (NOEs) were prepared. In order for a project to be exempt under Section 15332 of the *State CEQA Guidelines*, the project site must be adequately served by all required utilities and public services, including recreation. As such, development of the related projects in combination with the proposed project would not result in significant impacts related to recreation. The LTP Modern Machine Project (Related Project 5) and 8561 Belmont Street Project (Related Project 4) would also be required to undergo environmental review pursuant to CEQA, which would include an analysis of potential impacts related to recreation and the identification of any mitigation measures to reduce potential impacts, if necessary.

Additionally, the Buildout Area would include approximately 11 acres of land on which park and recreational uses would be developed. The specific amenities and improvements that would be developed in the Public Park District and the additional two acres of public park space would be determined in connection with future development projects as they are proposed within the Buildout Area.

Therefore, through compliance with Article VI of the City's Municipal Code, the cumulative impact of the proposed project and other related development would be less than significant. Additionally, the proposed project's contribution to a potentially significant cumulative impact on park and recreational facilities would not be cumulatively considerable.

4.17 TRANSPORTATION

This section describes the existing and planned transportation and circulation conditions for the Buildout Area and the surrounding area and identifies potential transportation-related impacts that may result from implementation of the Specific Plan 3.0 Buildout Project (proposed project). The analysis contained in this section is based in part on the *Vehicle Miles Traveled (VMT) Analysis for Specific Plan 3.0 Buildout Project* (VMT Memo)[1] included as **Appendix K** to this Draft Environmental Impact Report (Draft EIR) that was prepared for the proposed project.

4.17.1 Scoping Process

The City of Cypress (City) received four comment letters during the public review period of the Notice of Preparation (NOP). For a copy of the NOP comment letters, refer to **Appendix A** to this Draft EIR. Two of the comment letters, from the California Department of Transportation (Caltrans) and the Southern California Association of Governments (SCAG), included comments related to transportation.

SCAG recommended that this Draft EIR evaluate the proposed project's alignment with the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal 2024), which outlines goals to reduce greenhouse gas emissions, improve regional air quality, and support an integrated multimodal transportation network. Although SCAG does not implement or approve projects, it advised the City to consult the Connect SoCal 2024 Program Environmental Impact Report (PEIR) for guidance on identifying appropriate CEQA mitigation strategies. These may include measures to minimize emissions, reduce vehicle miles traveled, and enhance transportation efficiency. SCAG also highlighted that achieving regional sustainability goals depends on local agency action and encourages the use of a side-by-side consistency analysis comparing project features with Connect SoCal 2024 goals. These comments are addressed in this section.

Caltrans requested that this Draft EIR discuss transit service and include a discussion of the City's multimodal mobility strategies and opportunities and safety hazards. Caltrans also suggested that the proposed project encourage the use of transit; incorporate Complete Streets; and include bike and electric vehicle parking, visibility crosswalks and Americans with Disabilities Act (ADA) curb ramps, and well-lit loading docks and parking spaces. In addition, Caltrans requested that this Draft EIR ensure that appropriate detours and safety measures are in place during construction, consider the creation of an emergency plans, analyze short term and long term VMT impacts, and include an analysis and discussion of the 95 percent vehicle queue. Lastly, Caltrans noted that, if any future development occurs within Caltrans right-of-way, a required discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans right-of-way prior to construction.

[1] Kimley-Horn and Associates, Inc. 2025b. *Vehicle Miles Traveled (VMT) Analysis for Specific Plan 3.0 Buildout Project.* May.

4.17.2 Methodology

4.17.2.1 Vehicle Miles Traveled Analysis

On December 28, 2018, the California Office of Administrative Law cleared revised *State CEQA Guidelines* for use. Among the changes to the *State CEQA Guidelines* was the removal of vehicle delay and Level of Service (LOS) from consideration under CEQA. Under the revised *State CEQA Guidelines*, transportation impacts are to be evaluated based on a project's effect on VMT. The City utilizes the methodology and significance threshold criteria identified in the Guidelines For Evaluating Vehicle Miles Traveled Under CEQA for Orange County (County Guidelines).[2]

A VMT screening was conducted to evaluate the proposed project based on the pre-established criteria outlined in the County Guidelines for presuming a less than significant impact. These criteria assess whether a project or its location has specific characteristics that justify such a presumption. The County Guidelines provide the following screening criteria:

1. **Project in High Quality Transit Area (HQTA)** – A project located within 0.5 mile from an existing major transit stop[3] or within 0.5 mile from an existing stop along a high-quality transit corridor[4] is considered an HQTA project and is presumed to result in a less than significant VMT impact.

2. **Neighborhood Retail Project** – A project involving local-serving retail space of less than 50,000 square feet is presumed to result in a less than significant VMT impact.

3. **Affordable Housing Project** – A project that is 100 percent affordable-housing units is presumed to result in a less than significant VMT impact.

4. **Low VMT Area** – A project located in an area with low VMT is generally presumed to result in a less than significant VMT impact.

5. **Small Project** – A project that generates 500 or fewer average daily trips (ADT) is presumed to result in a less than significant VMT impact.

6. **Public Facilities** – The development of institutional/government and public service uses that support community health, safety or welfare are also screened from subsequent CEQA VMT analysis.

Of the County's screening criteria provided above, the VMT analysis prepared for the proposed project only included discussion of the screening criteria that could be applicable to the proposed

---

2 County of Orange. 2020. *Guidelines For Evaluating Vehicle Miles Traveled Under CEQA for Orange County*. September 17.

3 Under the amended Public Resources Code § 21064.3 – "'Major transit stop' means a site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods."

4 Public Resources Code § 21155 - For purposes of this section, a "'high-quality transit corridor' means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours."

project, including Criterion 1 being located in an HQTA, Criterion 2 being a neighborhood retail project, and Criterion 4 being within a low VMT area.

A VMT analysis was conducted for both the residential and non-residential components of the proposed project using the most recent version of the Orange County Transportation Analysis Model (OCTAM), Version 5.1. OCTAM is a trip-based travel demand model that simulates travel behavior based on socioeconomic data, including household, population, and employment characteristics, to estimate trip generation and mode choice.

To accurately reflect the proposed project within the model, updates were made to the socioeconomic data for the Traffic Analysis Zone (TAZ) encompassing the Buildout Area—TAZ 440. This included adjustments to both residential households and employment estimates associated with retail and other commercial uses.

The OCTAM model uses 2019 as its base year and 2050 as its horizon year. Accordingly, the VMT analysis was conducted under the following scenarios:

- **Existing Conditions:** Reflecting the 2019 model base year.
- **Existing Plus Project Conditions:** Reflecting 2019 conditions with the proposed project incorporated.
- **Cumulative Plus Project Conditions:** Reflecting 2050 conditions with the proposed project incorporated.

To model the full proposed project accurately, the land use program described in the Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan) was converted into terms compatible with OCTAM. As the detailed VMT impact determinations focus on the full land use mix, both residential and non-residential land uses were integrated into the model to ensure accurate representation of internal trip-making behavior (e.g., residents accessing on-site retail and other commercial uses or jobs).

In OCTAM, non-residential land uses are modeled using employment estimates categorized as retail, service, or basic employment. Therefore, the retail square footage assumed for the proposed project was converted to employment estimates based on trip generation-based assumptions. Specifically, employment was calculated using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. Retail employment was estimated at a rate of approximately two employees per 1,000 square feet. Based on the anticipated land use mix, 90 percent of non-residential employment was assigned to the retail category and 10 percent to service, consistent with expected project uses such as general merchandise, food services, personal care, and small-scale office.

These estimates were added to the baseline household and employment values within TAZ 440 for use in both the existing plus project and cumulative plus project model runs. Employment associated with the existing Los Alamitos Race Course was not included, as the continued operation

of the racetrack is not part of the proposed project. As such, 95 race-course-related jobs were excluded from the adjusted baseline.

The residential component of the proposed project was evaluated using a measurement called Home-Based VMT per Capita. This metric estimates the average amount of driving generated by each project resident. The calculation is based on the Production-Attraction (PA) method from the OCTAM model, a tool used to analyze travel behavior. The City's threshold of significance for a project's VMT impact with respect to residential uses, based on the County Guidelines, is 13.21 VMT per capita (15 percent below the existing regional average).

4.17.2.2 Consistency with Plans, Programs, Ordinances, or Policies

As described below, the CEQA Guidelines Transportation Threshold (a) has been updated to require an analysis of a project's potential to conflict with plans, programs, ordinances, or policies that address the circulation system including transit, roadway, bicycle and pedestrian facilities. Therefore, the impact analysis below evaluates the proposed project's potential to conflict with the applicable plans, programs, ordinances, and policies discussed below. A project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. Specifically, an impact would not occur merely for an inconsistency with or a failure to implement an adopted plan, program, ordinance, or policy. Rather, it is the intention of the threshold test to ensure that the proposed development does not conflict with nor preclude the City from implementing adopted plans, programs, ordinances, or policies.

Furthermore, under CEQA, a project is considered consistent with an applicable plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals. A project does not need to be in perfect conformity with each and every policy. Finally, any inconsistency with an applicable policy, plan, or regulation is only a significant impact under CEQA if the policy, plan, or regulation was adopted for the purpose of avoiding or mitigating an environmental effect and if the inconsistency itself would result in a direct physical impact on the environment.

4.17.3 Existing Environmental Setting

The Buildout Area is generally bounded by West Cerritos Avenue to the north, several existing commercial and institutional uses along and near Walker Street to the east, Katella Avenue and several existing commercial, retail and residential uses to the south, and Lexington Drive to the west. Immediately northwest of most of the Buildout Area is Lexington Park, a nine-acre park located at 4600 West Cerritos Avenue at the southeast corner of the Cerritos Avenue/Lexington Drive intersection. Immediately east and north of the Buildout Area is Grace Church, located at 5100 West Cerritos Avenue. Southeast of the Buildout Area is the Belmont residential project developed by Melia Homes, which includes only residential uses, and The Square at Cypress developed by Shea Homes, which includes residential, hotel, retail, and service uses, including the Homewood Suites by Hilton located at 5233 Katella Avenue. Farther east, a retail center at 5401 Katella Avenue contains a Costco Wholesale warehouse and gas station, as well as other commercial uses. Cottonwood Church, located at 4505 Katella Avenue, is located southwest of the Buildout Area, along with the Ovation at Flora Park, a senior housing community, and a commercial center that includes

restaurant, retail, service uses, a 24-Hour Fitness, and the Residence Inn Cypress Los Alamitos, at 4931 Katella Avenue. West of Lexington Drive are light industrial, office, and commercial uses.

Regional vehicular access to the Buildout Area is provided by Interstates 605 and 405 (I-605 and I-405), which are approximately 1.5 miles to the west and 3.5 miles to the south, respectively; Beach Boulevard (State Route 39 [SR-39]), approximately 2.7 miles to the east; and State Route 22 (SR-22), approximately 3.5 miles to the south. Local access to the project vicinity is provided by several arterial and commuter roadways, including Cerritos Avenue, Katella Avenue, Los Alamitos Boulevard, Bloomfield Street, Denni Street/Lexington Drive, Moody Street, Walker Street, and Valley View Street.

4.17.3.1 Existing Circulation System

Existing Roadway Network. The City's existing circulation system in the vicinity of the Buildout Area includes the following key roadways:

- **Cerritos Avenue** is classified as an east-west Primary Roadway in both the City of Cypress and the City of Los Alamitos Circulation Elements. Cerritos Avenue provides access from the City of Long Beach in the west, where it is named Spring Street, and to the City of Anaheim in the east, where it terminates at Walnut Street, near Disneyland. Cerritos Avenue has a partial interchange with I-605 approximately 1.5 miles west of the Buildout Area. This roadway provides two travel lanes in each direction, separated by a painted median. On-street parking is prohibited, and the speed limit varies between 40 and 45 miles per hour (mph).

- **Katella Avenue** is a six-lane roadway through the Cities of Cypress and Los Alamitos, with a center median and turn lanes at major intersections. Katella Avenue is designated as a Smart Street through the Cities of Cypress and Los Alamitos and is designated on the Orange County Congestion Management Plan (CMP) as a CMP facility. The posted speed limit varies between 35 and 45 mph through the traffic study area.

- **Los Alamitos Boulevard** varies from a four- to six-lane divided roadway, traversing the City of Los Alamitos in a north-south direction. The posted speed limit on Los Alamitos Boulevard is 35 mph north of Katella Avenue and 40 mph south of Katella Avenue. On-street parking is permitted along some segments of the roadway. The street name changes to Norwalk Boulevard to the north of Los Alamitos, and to Seal Beach Boulevard to the south.

- **Bloomfield Street** is a four-lane roadway with a center two-way turn lane divider along some segments of the roadway. The posted speed limit on Bloomfield Street is 40 mph north of Cerritos Avenue and 35 mph south of Cerritos Avenue. On-street parking is generally permitted along Bloomfield Street.

- **Denni Street/Lexington Drive** is a north-south roadway. Denni Street/Lexington Drive begins at Lincoln Avenue in Cypress and ends at the Joint Forces Training Base in Los Alamitos. The name changes from Denni Street to Lexington Drive at Cerritos Avenue. For most of its length, Denni Street is a four-lane undivided roadway with a posted speed limit varying between 35 and 40 mph. Lexington Drive is generally a two-lane undivided roadway. On-street parking is mostly

prohibited. Along some segments, Class II bike lanes are provided, while other segments are designated Class III bike routes.

- **Moody Street** is a north-south Primary Roadway stretching from Cerritos Avenue on the south, northward through the Cities of La Palma, Cerritos, and others. Moody Street changes name to Carmenita Road north of State Route 91 (SR-91). Moody Street is a four-lane roadway with Class II bike lanes on both sides, divided by a painted median. On-street parking is prohibited on both sides, and the posted speed limit is 40 mph.

- **Walker Street** is a north-south Secondary Roadway which begins at Katella Avenue and ends at Interstate 5 (I-5). Walker Street is a four-lane roadway divided by a painted median. For a short segment south of Cerritos Avenue, Walker Street has three northbound lanes. Class II bike lanes are generally provided on Walker Street throughout the project vicinity. The posted speed limit is 45 mph.

- **Valley View Street** is a north-south Major Roadway providing regional access between several cities in Orange and Los Angeles Counties. Valley View Street is a six-lane roadway, divided by a raised landscaped median, with Class II bike lanes on both sides. On-street parking is prohibited for its entire length and the posted speed limit is 45 mph. Valley View Street is designated in the Orange County CMP as a CMP facility.

Pedestrian Circulation. Sidewalks currently exist on both sides of Katella Avenue, Cerritos Avenue, Walker Street, and Moody Street, and one side of Lexington Drive, in the vicinity of the Buildout Area. There are pedestrian crosswalks at all signalized intersections in the vicinity of the Buildout Area. These facilities provide for pedestrian circulation between the Buildout Area and the surrounding areas.

Bicycle Circulation. Katella Avenue and Valley View Street currently accommodate off-street bike paths. On-street (Class II) bicycle lanes are provided on both sides of Cerritos Avenue (between Walker Street and Denni Street) and Bloomfield Street. There is a Class I bike path on the south side of Cerritos Avenue between Walker Street and Denni Street. On-street bicycle lanes (Class II) are provided on both sides of Moody Street and Walker Street. On Cerritos Avenue, west of Denni Street/Lexington Drive and east of Walker Street there is a Class III bike facility. Denni Street has an existing Class III bike facility.

Transit Services. Bus service is currently provided by the Orange County Transportation Authority (OCTA) along Katella Avenue and Valley View Street. OCTA Route 50 runs along Katella Avenue and currently has existing bus stops near Lexington Drive, Siboney Street, Winners Circle, and Walker Street in the vicinity of the Buildout Area. Route 50 provides transportation to/from the Cities of Orange and Long Beach via Katella Avenue. OCTA Route 123 runs along Valley View Street. OCTA Route 123 provides transportation to/from the Cities of Buena Park and Huntington Beach via Valley View Street. OCTA buses stop approximately every hour (60 minutes) during the morning and evening commute hours (operational between 4:00 AM and 10:00 PM).

4.17.4 Regulatory Setting

The following section describes the federal, State, regional, and local regulatory framework applicable to analyzing potential impacts related to transportation from development of the proposed project.

4.17.4.1 Federal Regulations

Americans with Disabilities Act of 1990: Titles I, II, III, and V of the Americans with Disabilities Act (ADA) have been codified in Title 42 of the United States Code (USC), beginning at Section 12101. Title III prohibits discrimination based on disability in "places of public accommodation" (businesses and nonprofit agencies that serve the public) and "commercial facilities" (other businesses). The regulation includes Appendix A through Part 36 (Standards for Accessible Design), establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. Examples of key guidelines include detectable warnings for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travel way, and a vibration-free zone for pedestrians.

4.17.4.2 State Regulations

Senate Bill 743. On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law and started a process that changes the methodology used to prepare a transportation impact analysis as part of CEQA requirements. SB 743 directed the California Office of Planning and Research (OPR), which has since been renamed as the Office of Land Use and Climate Innovation (LCI), to establish new CEQA guidance for jurisdictions that removes the LOS method, which focuses on automobile vehicle delay and other similar measures of vehicular capacity or traffic congestion, from CEQA transportation analysis. Rather, VMT, or other measures that promote "the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses," are now used as the basis for determining significant transportation impacts in the State.

***State CEQA Guidelines* Section 15064.3, Subdivision (b).** In January 2018, OPR submitted a proposal for comprehensive updates to the *State CEQA Guidelines* to the California Natural Resources Agency. The submittal included proposed updates related to the analysis of greenhouse gas (GHG) emissions, energy, transportation impacts pursuant to SB 743, and wildfires, as well as revisions to Section 15126.2(a) in response to the California Supreme Court's decision in *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal. 4th 369. On December 28, 2018, the updated *State CEQA Guidelines* went into effect.

As part of the update to the *State CEQA Guidelines*, Section 15064.3 was added and codifies that project-related transportation impacts are typically best measured by evaluating the project's VMT. Specifically, subdivision (b) focuses on specific criteria related to transportation analysis and is divided into four subdivisions: (1) land use projects, (2) transportation projects, (3), qualitative analysis, and (4) methodology. Subdivision (b)(1) provides guidance on determining the significance of transportation impacts of land use projects using VMT; projects located within 0.5 mile of high quality transit should be considered to have a less than significant impact. Subdivision (b)(2) addresses VMT associated with transportation projects and states that projects that reduce VMT,

such as pedestrian, bicycle, and transit projects, should be presumed to have a less than significant impact. Subdivision (b)(3) acknowledges that lead agencies may not be able to quantitatively estimate VMT for every project type; in these cases, a qualitative analysis may be used. Subdivision (b)(4) stipulates that lead agencies have the discretion to formulate a methodology that would appropriately analyze a project's VMT.

California Complete Streets Act of 2008 (Assembly Bill [AB] 1358), signed into law on September 30, 2008, requires cities and counties to plan for the needs of all roadway users—motorists, bicyclists, pedestrians, children, seniors, and transit riders—when updating the circulation element of their general plans. Specifically, Government Code Section 65302(b)(2)(A) requires that upon any substantial revision of the circulation element, the general plan must "plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel." The act aims to ensure that transportation planning in California supports sustainable communities by promoting active transportation modes and reducing greenhouse gas emissions. It directs local jurisdictions to incorporate Complete Streets principles—such as multimodal connectivity, context-sensitive design, and pedestrian safety—into transportation planning, design, and construction. The California Department of Transportation (Caltrans) issued its Deputy Directive 64-R2 to implement Complete Streets principles in all transportation projects on the State Highway System, ensuring that facilities accommodate bicyclists, pedestrians, transit riders, and motorists of all ages and abilities. The City's General Plan has not yet been updated to address the requirements of AB 1358.

4.17.4.3 Regional Regulations

Southern California Association of Governments 2024–2050 Regional Transportation Plan/ Sustainable Communities Strategy (Connect SoCal 2024). SCAG serves as the Metropolitan Planning Organization (MPO) for the region, and under state law it is designated as both a Regional Transportation Planning Agency and a Council of Governments.

The SCAG region encompasses six counties—Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura—and 191 cities within an area covering more than 38,000 square miles. SCAG develops long-range regional transportation plans, including sustainable communities strategy and growth forecast components, regional transportation improvement programs, and regional housing needs allocations. SCAG also provides support to the various air quality management districts within its jurisdiction, including the South Coast Air Quality Management District, which addresses air quality issues within the City, in preparing air quality management plans.

In compliance with Senate Bill 375, the SCAG Regional Council adopted Connect SoCal 2024, the 2024–2050 RTP/SCS, on April 4, 2024. This long-range visioning plan integrates land use and transportation strategies to enhance mobility options, achieve a more sustainable growth pattern, and meet greenhouse gas (GHG) reduction targets set by the California Air Resources Board (CARB).

Connect SoCal 2024 establishes goals that address mobility, communities, environment, and the economy. If fully implemented, it is projected to reduce traffic congestion, improve air quality, and enhance the region's long-term economic viability through over $751 billion in transportation investments and by fostering a more sustainable development pattern. Connect SoCal 2024 also

provides baseline socioeconomic projections used as the basis for SCAG's transportation planning and service provision across the six-county region.

As part of Connect SoCal 2024, SCAG developed a set of Regional Planning Policies that guide regional decision-making in alignment with Connect SoCal 2024's long-term vision and goals. These policies advance priorities refined over multiple planning cycles to promote a multimodal transportation system and sustainable land use practices. They address Priority Development Areas (PDAs), housing provision, equitable engagement and decision-making, sustainable development, air quality, clean transportation, preservation of natural and agricultural lands, and climate resilience.

SCAG identifies development within PDAs, provision of adequate housing opportunities, creation of 15-minute communities, and equitable decision-making as key strategies for implementing these regional planning priorities. PDAs are defined as areas where future growth can be located to support Connect SoCal 2024's goals, typically where residents have access to multiple travel modes or where trip origins and destinations are in close proximity, resulting in shorter trips. PDAs function as a technical tool used in growth visioning, performance measurement, and funding applications. Development within overlapping PDAs generally indicates a greater degree of alignment with Connect SoCal 2024's objectives.

PDAs include Neighborhood Mobility Areas (NMAs), Livable Corridors, and Transit Priority Areas (TPAs). SCAG also recognizes that many Livable Corridors are High-Quality Transit Corridors (HQTCs) that provide frequent bus service and strong multimodal connectivity.

Orange County Congestion Management Program. Established in 1991, OCTA consolidated seven separate agencies into a single multimodal transportation agency. State law requires that a CMP be developed, adopted, and updated biennially for every county that includes an urbanized area, and requires that it include every city and the county government within that county. As the Congestion Management Agency for Orange County, OCTA is responsible for implementing the Orange County CMP. OCTA adopted the CMP in 1991 to reduce traffic congestion and to provide a mechanism for coordinating land use and development decisions in Orange County. Compliance with the CMP requirements ensures a city's eligibility to compete for State gas tax funds for local transportation projects. The CMP Highway System includes two arterials within the Cities of Cypress and Los Alamitos: Valley View Street and Katella Avenue.

County of Orange Master Plan of Arterial Highways (MPAH). The County of Orange Master Plan of Arterial Highways (MPAH) defines the arterial system in the Circulation Element of the Orange County General Plan. This system, which is the planned future roadway system in the County, incorporates several specific arterial roadway classifications. The Circulation Elements of cities within the County are expected to be consistent with the MPAH in order to be eligible for funding improvements on MPAH roadways.

County of Orange Measure M Growth Management Program. Measure M, approved in 1990 by the voters in the County, authorized the collection of a one-half percent sales tax to fund needed transportation improvements in the County. In order to be eligible to receive funds, cities must satisfy a number of requirements, including adopting a Circulation Element that is consistent with

the County's MPAH, adopting a Growth Management Plan, and adopting a seven-year capital improvement program to include transportation projects funded by Measure M.

4.17.4.4 Local Regulations

Cypress Town Center and Commons Specific Plan 3.0. The Cypress Town Center and Commons Specific Plan 3.0 contains the following provisions in Section 2.2 (Circulation Plan) thereof related to transportation:

- **Circulation Plan:** Primary access to the Buildout 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 Buildout Area has been designed to accommodate the contemplated development under the Specific Plan and is depicted on Figure 2-3 in the Specific Plan. 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, and the required future widening of Lexington Drive adjacent to the Buildout Area.

City of Cypress General Plan. The Cypress General Plan[5] is the primary source of long-range planning and policy direction that guides growth and preserves the quality of life within the community. The General Plan contains goals, policies, and plans that are intended to guide land use and development decisions. The General Plan, last comprehensively updated by the City Council in September 2001, includes a Land Use Map and the following eight elements, or chapters, which together fulfill the State requirements for a General Plan:

- 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).

City of Cypress General Plan Circulation Element. The Circulation Element[6] is a general guide for the planning, development, and enhancement of the City's public roadways, based on existing and

[5] City of Cypress. 2001. *Cypress General Plan*.
[6] City of Cypress. 2001. *Cypress General Plan Circulation Element.*

anticipated land uses. Most transportation-related plans and programs are established with the goal of maintaining acceptable operating LOS on the City's transportation system. The City of Cypress has adopted LOS D or better as the desired citywide operating standard for most City streets. However, given the influence of regional traffic on Valley View Street, Lincoln Avenue, and Katella Avenue, which are beyond the control of the City of Cypress, LOS E or better has been adopted as the minimum operating LOS for street segments and intersections on these arterials. The Circulation Element goals and policies define the City's vision for a balanced, efficient circulation system which incorporate many modes of travel and which allows for the safe movement of people and goods in and around the City. Based on the Circulation Element, the local and regional street network is built out in the City. Similarly, the City's bikeway system is generally built out, although a bike lane is planned on Walker Street south of Cerritos Avenue in the vicinity of the Buildout Area. This proposed bike lane would connect to the existing bike lane on Walker Street north of Cerritos Avenue. Applicable goals and policies provided in the Circulation Element include:

- **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.
    - **CIR-1.1:** Respond to transportation problem areas with efforts to implement both interim and long-term solutions.
    - **CIR-1.2:** Participate in transportation planning efforts which involve other governmental agencies, mandated programs, and regulations in order to minimize environmental impacts related to transportation and to enhance transportation systems.
    - **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).
    - **CIR-1.4:** Require new development to conform to the standards and criteria of the City of Cypress and other mandated programs. This includes mitigation of traffic impacts to the surrounding street system.
    - **CIR-1.5:** The City of Cypress will continue involvement in plans and programs related to the Circulation Element. This involvement is anticipated to result in traffic studies to be undertaken by City staff, to identify specific circulation programs and improvements to be implemented, in order to satisfy the various related programs.
    - **CIR-1.6:** Encourage the development of aesthetic streetscapes to promote a positive City image and provide visual relief.
    - **CIR-1.7:** Maintain consistency between the City Circulation Element and the Orange County Master Plan of Arterial Highways (MPAH).
- **CIR-2:** To facilitate alternative modes of transportation, including public transportation, bicycles, ridesharing, and pedestrians, to support the land use plans and related transportation needs.

- **CIR-2.1:** Encourage development and improvements which incorporate innovative methods of accommodating transportation demands.
- **CIR-2.2:** Give high priority to the establishment of a high-quality public transit system that minimizes dependency on the automobile.
- **CIR-2.3:** Ensure that effective Transportation Demand Management (TDM) measures and programs are being implemented.
- **CIR-2.4:** Encourage development and site design which facilitate implementation of high quality, desirable bicycle routes which meet or exceed established standards.
- **CIR-2.5:** Implement adequate sidewalks to meet the required uses and needs, which serves to encourage alternative modes of transportation. Bicycle routes which utilize sidewalks require establishment of a City ordinance, per the Vehicle Code.
- **CIR-2.6:** Respond to increases in demand for additional bus service through interaction with OCTA and other available resources.
- **CIR-2.7:** Implement plan to install handicap access ramps to improve disabled access to transportation facilities.
- **CIR-2.8:** Enhance the sidewalk environment to encourage pedestrian activities through streetscape and transit enhancement programs.
- **CIR-2.9:** Enhance transit environment by improving passenger loading sites by providing bus benches, safety lighting and other projects to enhance bus stops.

4.17.5 Thresholds of Significance

The thresholds of significance for transportation impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to transportation if it would:

Threshold 4.17.1: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;

Threshold 4.17.2: Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);

Threshold 4.17.3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or

Threshold 4.17.4: Result in inadequate emergency access.

4.17.6 Project Impacts

Threshold 4.17.1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

***Less Than Significant Impact*.** The proposed project consists of the reasonably foreseeable buildout of the Buildout Area in the City. The proposed project would include the development of up to 1,791 additional residential units and approximately 440,000 square feet of non-residential development within the Buildout Area.

Consistent with the Circulation Plan shown on Figure 2-3 in the Specific Plan, the proposed project would include the extension of Moody Street from Cerritos Avenue to Katella Avenue, as well as the extension of Vessels Circle from its current western terminus to intersect with the Moody Street extension. The Moody Street extension would traverse the Buildout Area, passing adjacent to Lots 3, 4, 5, 6, 7, 12, 13, and 14 in proposed VTTM 19247, and create a central north-south corridor, while the extension of Vessels Circle within Lot C would, among other things, provide access to Lots 10 and 11 in proposed VTTM 19247. The proposed project also includes, consistent with the Specific Plan, the widening of Lexington Drive within Lot B in proposed VTTM 19247. In addition, the proposed project would include seven access driveways, including one at Lexington Drive and two each at Cerritos Avenue, Moody Street, and Vessels Circle. Future development within the Buildout Area may require the construction of private driveways, accessways and/or streets that connect to the Moody Street and Vessels Circle extensions and existing public streets adjacent to the Buildout Area, but their specific locations and sizes would be determined during the design process for specific development projects. As the proposed project would 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, and the required future widening of Lexington Drive, consistent with the Circulation Plan contained in the Specific Plan, implementation of the proposed project would not conflict with the Specific Plan with respect to transportation.

The following evaluates the proposed project's consistency with other programs, plans, ordinances, and/or policies addressing the circulation system, including those relating to transit, roadway, bicycle, and pedestrian facilities.

Circulation System: In the City, the circulation system is primarily regulated by the City's General Plan Circulation Element. In addition, the City's General Plan Growth Management Element contains a goal to reduce traffic congestion. **Table 4.11.D: General Plan Consistency Analysis** in Section 4.11 Land Use and Planning provides a consistency analysis of the goals and policies from the City's General Plan pertaining to the circulation system that are relevant to the proposed project. As provided in **Table 4.11.D**, the proposed project would not conflict with any of the goals and policies contained in the City's General Plan related to the circulation system.

The regional circulation system is also regulated through Connect SoCal 2024, which is the long-range visioning plan for the Southern California region that details land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. As discussed in Section 4.11, the proposed project would be consistent with applicable Connect SoCal 2024 goals,

and no mitigation is required. Furthermore, the proposed project reinforces the stated goals of Connect SoCal 2024, including Connect SoCal 2024's goals to develop, connect and sustain communities that are livable and thriving and to create a healthy region for the people of today and tomorrow, by providing additional housing opportunities within locations near amenities and already used by the public for commercial, recreational, and/or professional uses. In addition, the proposed project would support the development, connection, and sustainability of communities that are livable and thriving by providing necessary housing for all income levels in a bustling economic corridor. **Table 4.11.C** in Section 4.11 provides a full consistency analysis of the proposed project and the specific goals and policies contained in Connect SoCal 2024.

Transit. As previously discussed, transit service in the vicinity of the Buildout Area is provided by the OCTA along Katella Avenue and Valley View Street. OCTA Route 50 runs along Katella Avenue, with existing bus stops located near Lexington Drive, Siboney Street, Winners Circle, and Walker Street in the vicinity of the Buildout Area. OCTA Route 123 runs along Valley View Street. The proposed project is anticipated to generate approximately 21,041 net daily vehicle trips, combining residential and nonresidential land uses and accounting for existing trips.[7] Based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition and the project's mixed-use composition, the residential component would account for roughly 60 percent of total daily trips, while the non-residential component contributes the remaining 40 percent. Applying a 1.0 percent bus transit mode share derived from the United States Census Bureau's American Community Survey (ACS) 2018–2022 5-Year Estimates for Cypress and Orange County,[8] the project is expected to generate approximately 210 daily transit trips. When converted to total bus boardings (assuming two boardings per round trip), this equates to 420 OC Bus boardings.

Based on the transit trip estimate provided above, the proposed project's residential uses would account for approximately 126 daily bus trips, while the non-residential uses would account for 84 daily bus trips. The City's General Plan Circulation Element contains Policy CIR-2.6, which requires the City to respond to increases in demand for additional bus service through interaction with OCTA and other available resources. As such, the City is continually assessing ridership demand and coordinates with OCTA in order to address any deficiencies in service. OCTA has also recently completed the 2024 Orange County Transit Vision Master Plan,[9] which aims to integrate, enhance, and expand multimodal transportation services throughout the County and is currently developing the Directions 2050 plan[10] to update OCTA's Long-Range Transportation Plan (LRTP). Directions 2050

---

7 Kimley-Horn and Associates, Inc. 2025a. *Traffic Study for Cypress Specific Plan 3.0 Buildout Project, Table 3.* July.

8 United States Census Bureau. 2022. *American Community Survey 2018-2022 5-Year Estimates:* Table B08301, "Means of Transportation to Work". National Archive: https://www.census.gov/programs-surveys/acs/technical-documentation/table-and-geography-changes/2022/5-year.html (accessed March 2026). While there is a more recent survey (2019-2023), the data does not provide an updated transit mode share percentage for work commuters via transit.

9 Orange County Transportation Authority (OCTA). 2025a. *2024 Orange County Transit Vision Master Plan*. May.

10 Orange County Transportation Authority (OCTA). 2025c. OCTA Seeks Public Input to Help Shape Orange County's Transportation Future. October 3. Website: https://www.octa.net/news/news-releases/octa-seeks-public-input (accessed October 2025).

will look ahead to 2050 and outline strategies to ensure that the County's transportation system remains efficient, safe, balanced, and sustainable, and addresses the provision of transit services. OCTA's Fiscal Year (FY) 2025-2026 budget also highlights increased transit service, including adding more bus service to meet rising demand, and investments in transit infrastructure.[11] Implementation of the proposed project would not interfere with implementation of these transit planning documents, including the specific actions to address the growing need for expanded transit service. Therefore, the proposed project would not conflict with any adopted transit system plans, guidelines, policies, or standards and impacts to transit facilities would be less than significant.

Bicycle and Pedestrian Facilities. Under existing conditions, sidewalks are located along Katella Avenue, Cerritos Avenue, Walker Street, Moody Street, and Lexington Drive in the vicinity of the Buildout Area. There are pedestrian crosswalks at all signalized intersections in the vicinity of the Buildout Area. These facilities provide for pedestrian circulation between the Buildout Area and the surrounding areas. In addition, Katella Avenue and Valley View Street currently accommodate off-street bike paths and on-street (Class II) bicycle lanes are provided on both sides of Cerritos Avenue (between Walker Street and Denni Street) and Bloomfield Street. There is a Class I bike path on the south side of Cerritos Avenue between Walker Street and Denni Street and on-street bicycle lanes (Class II) are provided on both sides of Moody Street and Walker Street.

Implementation of the proposed project would provide sidewalks along the project frontages. In addition, pedestrian sidewalks and pathways would be provided throughout the Buildout Area and provide connections to existing pedestrian and bicycle facilities in the surrounding area. Specifically, the proposed project is assumed to include the addition of approximately 1 mile of bicycle facilities, connecting to the existing bicycle network. In addition, pedestrian access via sidewalks to the Buildout Area would be from Katella Avenue, Cerritos Avenue, Lexington Drive, and Vessels Circle, as extended. Further pedestrian circulation improvements include sidewalks along the extension of Moody Street south of Cerritos Avenue. These pathways, together with the existing pedestrian infrastructure on the surrounding streets, would ensure seamless integration with the broader pedestrian network, effectively linking the Buildout Area with nearby amenities and transit options.

Additionally, as discussed further in Threshold 4.17.2 and detailed in **Mitigation Measure TRA-1**, the proposed project would be required to implement feasible Transportation Demand Management (TDM) strategies to mitigate the proposed project's VMT impact, which include constructing or improving bicycle facilities that would connect the proposed project to the existing regional bicycle network and improving the pedestrian network, including the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area. All future development facilitated by the proposed project would be required to comply with City policies regarding bicycle parking and other infrastructure. In addition, the proposed project would not include features that would disrupt existing or planned bicycle or pedestrian facilities. Therefore, the proposed project would not conflict with any adopted bicycle or pedestrian system plans, guidelines, policies, or standards and impacts to bicycle and pedestrian facilities would be less than significant.

[11] Orange County Transportation Authority (OCTA). 2025b. OCTA Approves $1.74 Billion Balanced Budget for FY 2025-26. June 6. Website: https://www.octa.net/news/news-releases/octa-approves-174-billion-balanced-budget-for-fy-2025-26 (accessed October 2025).

Roadway System. The proposed project would include the extension of Moody Street from Cerritos Avenue to the northern terminus of Siboney Street, as well as the extension of Vessels Circle from its current western terminus to intersect with the Moody Street extension, consistent with the Specific Plan. The proposed project also includes, consistent with the Specific Plan, the widening of Lexington Drive within Lot B in proposed VTTM 19247 and seven access driveways, including one at Lexington Drive and two each at Cerritos Avenue, Moody Street, and Vessels Circle.

It is anticipated that construction would commence in 2026 and be completed in 2038. Large construction equipment such as bulldozers, loaders, scrapers, backhoes, water trucks, and pavers would be required during various construction phases and would be delivered to the Buildout Area as needed.

The proposed project would be constructed over an extended period and the phasing of specific development projects cannot be precisely determined at this time. Haul routes for construction traffic would be along the designated truck routes, including Katella Avenue, Cerritos Avenue, Walker Street and Valley View Street, in the Cities of Cypress, Los Alamitos and Garden Grove to I-605, SR-22 or I-405. Use of the Moody Street extension after it is built and/or Lexington Drive may be needed for grading activities in some portions of the Buildout Area to access the noted designated truck routes. As each specific development project is identified, specific haul routes can be determined.

During construction, temporary delays in traffic may occur due to oversized vehicles traveling at lower speeds on the surrounding roadways turning into the Buildout Area. In addition, construction activities may require temporary road or lane closures in the vicinity of the Buildout Area. Temporary road or lane closures during construction would be a potential significant impact to roadways and safety . The traffic generated by construction activity would be limited in duration and would not materially impact the LOS at any study intersections or freeway mainline segments. In addition, a transportation construction plan (TCP) for construction activities associated with each development project withing the Buildout Area would be submitted to the City of Cypress Public Works Department for review and approval.

For the reasons set forth above, construction traffic impacts associated with conflict with a program, plan, ordinance, or policy addressing the roadway system during construction would be less than significant.

Operation: The project would not conflict with adopted programs, plans, ordinances, or policies addressing the circulation system in the City of Cypress. The project would be consistent with the City of Cypress General Plan circulation framework, which emphasizes safe and efficient movement for vehicles, transit, bicycles, and pedestrians, as well as the Circulation Plan contained in the Specific Plan. The project would not cause physical deterioration of roadway facilities, interfere with transit operations, or preclude the implementation of existing or planned bicycle and pedestrian facilities. Project access, internal circulation, and connections to the surrounding transportation network would comply with City standards and applicable design requirements.

Congestion Management Plan Analysis. Pursuant to SB 743 and Section 15064.3 of the *State CEQA Guidelines*, the determination of significance for transportation impacts under CEQA is based on

VMT rather than roadway LOS. Accordingly, congestion or delay at intersections, including those on the Orange County CMP network, is no longer considered a significant environmental impact under CEQA. Although LOS is no longer used for CEQA significance determinations, the City's General Plan Circulation Element and the Orange County CMP continue to identify LOS standards for local policy and regional consistency purposes. Therefore, the CMP analysis in this document is provided for informational purposes only and does not influence the environmental significance determinations related to transportation impacts, pursuant to CEQA. This discussion is provided to demonstrate consistency with the City's circulation policies and the performance requirements of OCTA, which administers the countywide CMP pursuant to Government Code § 65088 et seq.

CMP requirements state that a Traffic Impact Analysis (TIA) is required for CMP purposes for any proposed development generating 2,400 or more daily trips, except that for developments which will directly access a CMP Highway System roadway segment, the threshold for requiring a TIA is reduced to 1,600 or more trips per day. Given that the proposed project is estimated to generate a total of 21,041 daily trips, and would include access directly from Katella Avenue, which is a CMP facility, a TIA for the proposed project has been prepared and is available from the City upon request. The CMP requires that the traffic study area for the proposed project extend far enough to cover any CMP roadway segment on which the project traffic would represent 3 percent or more of the roadway segment LOS E capacity. Within the cities of Cypress and Los Alamitos, the CMP Highway System includes two arterials: Valley View Street and Katella Avenue. Currently, Katella Avenue and Valley View Street operate at LOS E. The proposed project's daily traffic volumes would exceed the 3 percent threshold for relatively short distances on Katella Avenue east and west of the Buildout Area and along Valley View Street to the north and south.

For Katella Avenue, the proposed project's daily traffic volumes would be below the 3 percent threshold at the Katella Avenue at I-605 Southbound Ramps CMP intersection to the west; and the Beach Boulevard and Katella Avenue intersection, which is the next CMP intersection to the east. In regard to Valley View Street, the proposed project's daily traffic volumes would be below the 3 percent threshold along Valley View Street before reaching the next CMP intersection to the north, which is the SR-91 Eastbound Ramp and Valley View Street intersection in the city of Buena Park, and the next CMP intersection to the south, which is Bolsa Chica Road at I-405 Southbound Ramps. Therefore, the CMP traffic analysis has been carried out sufficiently far enough to satisfy CMP requirements and no further analysis is required.

Conclusion: Based on the above analysis, and because the proposed project would be required to adhere to the Specific Plan and the General Plan, the proposed project would generally be consistent with all programs, plans, ordinances, and policies addressing the circulation system, including those regulating transit, roadway, bicycle, and pedestrian facilities. Therefore, impacts would be less than significant, and no mitigation is required.

Threshold 4.17.2: Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

***Significant and Unavoidable Impact*.** As previously discussed, a VMT screening was conducted as part of the VMT Memo (**Appendix K**) to evaluate the proposed project based on the pre-established criteria outlined in the County Guidelines for presuming a less than significant impact. Specifically,

the following applicable screening criteria in the County Guidelines were considered for the proposed project.

Project in High Quality Transit Area (HQTA). A project located within 0.5 mile from an existing major transit stop[12] or within 0.5 mile from an existing stop along a high-quality transit corridor[13] is considered an HQTA project and is presumed to result in a less than significant VMT impact. The VMT Memo determined that while the Buildout Area is served by OCTA Route 50, none of the stops have bus routes operating with a frequency of 20 minutes interval and therefore cannot be considered a major transit stop. Therefore, the proposed project does not meet this criterion.

Neighborhood Retail Project. The County Guidelines include a 50,000-square-foot screening threshold for the totality of local-serving retail on a project site. However, this threshold departs from how the LCI applies this threshold in its *Technical Advisory on Evaluating Transportation Impacts In CEQA* (LCI Technical Advisory),[14] which states that retail development including stores larger than 50,000 square feet might be considered regional-serving, and so lead agencies should undertake an analysis to determine whether the project might increase or decrease VMT. This language is commonly understood to mean that the threshold applies on a per-store basis. The intent is to identify larger, individual retail tenants, such as big-box stores, that are more likely to attract regional trips and therefore increase VMT. In contrast, smaller stores below this threshold are generally presumed to be local-serving, with the potential to reduce trip lengths by serving nearby residents.

The proposed project assumes approximately 440,000 square feet of retail and other commercial space pursuant to the Specific Plan that is intended to provide retail and other service-oriented uses, as well as a limited amount of other types of commercial space, that enhance access to essential goods and services while supporting local employment opportunities. The proposed 440,000 square feet of non-residential area would be distributed on multiple sites within the Buildout Area in a manner that maintains a local-serving character appropriate for the surrounding community. Because the proposed project is a conceptual buildout under the Specific Plan, specific non-residential tenants have not yet been identified. However, Section 3.3.1 of the Specific Plan outlines the range of permitted retail and other commercial uses, which include, for example, general merchandise stores, financial services, hardware stores, florists, barber/beauty shops, and family entertainment centers with party facilities.

Further, it is anticipated that no single retail establishment developed as part of the proposed would exceed 50,000 square feet in size. Accordingly, even though the total non-residential space would

[12] Under the amended Public Resources Code § 21064.3 – "'Major transit stop' means a site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods."

[13] Public Resources Code § 21155 - For purposes of this section, a "'high-quality transit corridor' means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours."

[14] Governor's Office of Land Use and Climate Innovation (LCI) (previously the Governor's Office of Planning and Research [OPR]). 2018. T*echnical Advisory on Evaluating Transportation Impact In CEQA.* April.

exceed 50,000 square feet, each individual retail tenant is anticipated to fall below the LCI's screening threshold for regional-serving retail uses. In this way, the proposed project remains consistent with the intended function of the 50,000-square-foot threshold as construed in the LCI Technical Advisory, supporting the presumption that typical small-format, local-serving retail establishments are unlikely to result in a significant VMT impact.

Applying this approach, the proposed project's retail component comprised of a collection of smaller, neighborhood-oriented stores would not trigger additional VMT analysis under the LCI framework. Although the County Guidelines take a more conservative position by aggregating total project area, the underlying purpose of the threshold is still met because the proposed project would primarily serve local demand without inducing substantial new regional vehicle trips. Therefore, the development of the proposed project's non-residential uses are presumed to result in a less than significant VMT impact.

Nevertheless, in recognition of the more conservative approach in the County Guidelines to apply the 50,000-square-foot threshold to total project retail area, a quantitative analysis was performed as part of the VMT Memo in accordance with the County Guidelines. The results of this analysis show that, even when applying the County's more stringent methodology, the proposed project's non-residential component would have a less than significant VMT impact, further substantiating the conclusion that the proposed project's neighborhood-serving retail and other commercial uses would not generate substantial new regional vehicle travel. Specifically, the non-residential component of the proposed project would result in net decrease in total Countywide VMT under both existing and cumulative scenarios with the addition of the proposed project. This reduction occurs because integrating retail uses into the Buildout Area would enable more trips to occur internally or over shorter distances, reducing the need for residents to travel off-site for essential services and goods.

Low VMT Area Project. Projects located in areas with low VMT are generally presumed to have a less than significant VMT impact. The Buildout Area is within a region where residential uses generate less than 85 percent of the regional average VMT per capita. However, according to the County Guidelines, this screening criterion does not apply to large projects generating 1,000 or more daily vehicle trips. As the proposed project is expected to generate over 1,000 daily vehicle trips, a quantitative VMT analysis is required to accurately assess its impacts, and the proposed project cannot be screened out based on this criterion.

The results of the VMT screening determined that the proposed project does not meet the HQTA or Low VMT Area screening criteria, but does qualify as a neighborhood-serving retail development under the LCI Technical Advisory. A supplemental quantitative analysis conducted in accordance with the County Guidelines confirmed that the proposed project's non-residential uses result in a less-than-significant VMT impact, supporting the conclusion that the proposed project satisfies both the intent and technical requirements for VMT screening.

However, the residential component of the proposed project does not meet any of the applicable project-type screening criteria and, therefore, cannot be presumed to have a less than significant VMT impact. Consequently, a full VMT analysis was conducted for the proposed residential uses in accordance with the County Guidelines, as detailed below.

To calculate VMT for the proposed project, OCTAM was run for both existing plus project (2019) and cumulative plus project (2050) scenarios, and calculations from the relevant OCTAM output files were completed to estimate the anticipated Home-Based VMT for the project's TAZ. The City's threshold of significance for a project's VMT impact with respect to residential uses, based on the County Guidelines, is 13.21 VMT per capita (15 percent below the existing regional average). As provided in the VMT Memo and shown in **Table 4.17.A: Project Residential VMT Impacts**, the Home-Based VMT per Capita for the proposed project would be higher than the County's residential VMT significance thresholds under both existing and cumulative plus project conditions, resulting in a Home-Based VMT per Capita that would exceed the significance threshold by 11.6 percent.

Table 4.17.A: Project Residential VMT Impacts

Analysis Scenario	Home-Based VMT/Capita
Significance Threshold (15% Below Existing regional average)	13.21
Existing Plus Project (2019)	14.29
Cumulative Plus Project (2050)	14.96
VMT in Excess of Significance Threshold	1.73
VMT % In Excess of Threshold	11.6%

Source: *Vehicle Miles Traveled (VMT) Analysis for Specific Plan 3.0 Buildout Project.* (Kimley-Horn and Associates, Inc., May 2025b).

Because the proposed project would exceed this residential significance threshold, the proposed project's residential component is considered to have a potentially significant VMT impact under CEQA. As such, future residential development in the Buildout Area would be required to comply with **Mitigation Measure TRA-1**.

Mitigation Measure TRA-1

Transportation Demand Management Strategies. The Development Agreement between the City of Cypress and the Project Applicant regarding the proposed project shall include a provision requiring that any future project applicants for subsequent residential development projects within the Buildout Area demonstrate the project's consistency with the measures set forth in Items 1 and 2 below that are applicable to such project prior to its approval to the satisfaction of the City of Cypress Planning Director.

1. **Construct or Improve Bike Facility (California Air Pollution Control Officers Association [CAPCOA] Handbook Strategy T-19-A):** This transportation demand management strategy requires the project to include a new bicycle facility or facilities or improve an existing facility that would connect the project to the existing regional bicycle network. The construction/ improvement of bicycle facilities would provide residents with the opportunity to bike to their destination rather than drive,

reducing the number of vehicle trips and overall project-generated vehicle miles traveled (VMT).

2. **Provide Pedestrian Network Improvement (CAPCOA Handbook Strategy T-18):** This transportation demand management strategy requires the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area.

Implementation of **Mitigation Measure TRA-1** would require the proposed project to reduce overall VMT in order to contribute to achieving the overall VMT reduction target established in this Draft EIR of 11.6 percent.

The bike facility improvement in Item 1 of **Mitigation Measure TRA-1** is estimated to achieve a 0.1 percent reduction in VMT by enhancing active transportation options, increasing network connectivity, and encouraging a shift away from single-occupancy vehicle trips.

The construction of the pedestrian facilities in Item 2 of **Mitigation Measure TRA-1** would provide residents with the opportunity to walk to their destination rather than drive, reducing the number of vehicle trips and overall project-generated VMT. The project would add approximately 1.7 miles of new sidewalks along the Moody Street and Vessels Circle extensions, which will be public streets. From the CAPCOA Guidelines, the recommended study area of 0.6 mile from the project perimeter was used to determine the length of existing off-site sidewalks, within that radius, which is 7.7 miles. The project would increase the existing study area sidewalk length from 7.7 miles to 9.4 miles, which would reduce VMT by 1.1 percent according to the formula provided in the County Guidelines. This estimate assumes moderate improvements to pedestrian infrastructure, such as creating new connections to Moody Street and Vessels Circle, as well as typical safety and accessibility upgrades.

Therefore, while the implementation of **Mitigation Measure TRA-1** would reduce the residential VMT impact, that impact would remain above the established threshold for residential VMT and the residential VMT impact would be significant and unavoidable.

Threshold 4.17.3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

***Less Than Significant Impact*.** For purposes of CEQA, transportation-related hazards refer to engineering aspects of a project (e.g., speed, turning movements, complex designs, substantial distance between street crossings, sight lines) that may cause a greater risk of collisions that result in serious or fatal physical injury than a typical project. This analysis focuses on hazards that could reasonably stem from the proposed project, beyond collisions that may result due to unsafe drivers or collisions that could not be prevented by design of the circulation system.

The proposed project assumes the extension of Moody Street from Cerritos Avenue to Katella Avenue, as well as the extension of Vessels Circle from its current western terminus to intersect with the Moody Street extension, consistent with the Specific Plan. The Moody Street extension would

traverse the Buildout Area, passing adjacent to Lots 3, 4, 5, 6, 7, 12, 13, and 14 in proposed VTTM 19247, and create a central north-south corridor, while the extension of Vessels Circle within Lot C would, among other things, provide access to Lots 10 and 11 in proposed VTTM 19247. The proposed project also includes, consistent with the Specific Plan, the widening of Lexington Drive within Lot B in proposed VTTM 19247. In addition, the proposed project would include seven access driveways, including one at Lexington Drive and two each at Cerritos Avenue, Moody Street, and Vessels Circle. Future development within the Buildout Area may require the construction of private driveways, accessways and/or streets that connect to the Moody Street and Vessels Circle extensions and existing public streets adjacent to the Buildout Area, but their specific locations and sizes would be determined during the design process.

Except as otherwise provided in the Specific Plan, all roadway improvements in and around the Buildout Area shall be designed and constructed in accordance with Chapter 25, Article 5, Public Improvements, of the CMC and applicable Public Works Design Standards, which establish minimum requirements for street widths, curb return radii, intersection design, and driveway access. Except as otherwise provided in the Specific Plan, driveway design and access control shall also comply with CMC Appendix I (Zoning), Chapter 3.14 – Off-Street Parking and Loading, which regulates driveway width, location, and spacing to prevent hazardous conflicts between vehicular and pedestrian movements (CMC § 3.14.050). In addition, except as otherwise provided in the Specific Plan, all final site and roadway improvement plans shall conform to the City's Public Works Design Criteria Manual, which incorporates *California Manual on Uniform Traffic Control Devices* (CA MUTCD) standards for intersection control, sight distance, and geometric design.

All final improvement and site access plans shall be subject to review and approval by the City's Public Works and Fire Departments prior to issuance of building permits. Compliance with these requirements and design standards would ensure that new roadway and driveway improvements avoid sharp curves, unsafe intersection geometry, and visual obstructions, thereby maintaining safe and efficient circulation within and adjacent to the Buildout Area.

For these reasons, the proposed project's impact related to a substantial increase in hazards due to a design feature or incompatible use would be less than significant.

Threshold 4.15.4: Would the project result in inadequate emergency access?

***Less Than Significant Impact*.** As previously discussed, all roadway improvements in and around the Buildout Area would be designed and constructed to satisfy all City requirements for street widths, corner radii, and intersection control, as well as incorporate design standards tailored specifically to site access requirements. The proposed project and internal circulation system would be designed, constructed, and maintained to provide adequate emergency access and evacuation to all future on-site structures.

During construction of future development facilitated by the proposed project, the construction contractor would be required to implement a TCP that complies with applicable engineering standards outlined in the CA MUTCD. The proposed seven access driveways, including one at Lexington Drive and two each at Cerritos Avenue, Moody Street, and Vessels Circle, would also act as fire access roads and would be designed to adequately accommodate fire apparatus and other

emergency response vehicles. Final site plans would be subject to review and approval by the Orange County Fire Authority (OCFA) and the City's Police Department to ensure adequate emergency vehicle access to and within the Buildout Area prior to the issuance of building permits. Adherence to the emergency access measures required by the City would ensure impacts related to inadequate emergency access would be less than significant.

4.17.7 Level of Significance Prior to Mitigation

Implementation of the proposed project would result in potentially significant impacts related to transportation.

4.17.8 Regulatory Compliance Measures and Mitigation Measures

4.17.8.1 Regulatory Compliance Measures

No regulatory compliance measures are applicable to the proposed project pertaining to transportation.

4.17.8.2 Mitigation Measures

Future development facilitated under the proposed project would be required to implement the following Mitigation Measure.

Mitigation Measure TRA-1 **Transportation Demand Management Strategies.** The Development Agreement between the City of Cypress and the Project Applicant regarding the proposed project shall include a provision requiring that any future project applicants for subsequent residential development projects within the Buildout Area demonstrate the project's consistency with the measures set forth in Items 1 and 2 below that are applicable to such project prior to its approval to the satisfaction of the City of Cypress Planning Director.

1. **Construct or Improve Bike Facility (California Air Pollution Control Officers Association [CAPCOA] Handbook Strategy T-19-A):** This transportation demand management strategy requires the project to include a new bicycle facility or facilities or improve an existing facility that would connect the project to the existing regional bicycle network. The construction/ improvement of bicycle facilities would provide residents with the opportunity to bike to their destination rather than drive, reducing the number of vehicle trips and overall project-generated vehicle miles traveled (VMT).

2. **Provide Pedestrian Network Improvement (CAPCOA Handbook Strategy T-18):** This transportation demand management strategy requires the construction of off-site sidewalks to

improve sidewalk coverage and pedestrian access to the surrounding area.

4.17.8.3 Level of Significance after Mitigation

Even with implementation of **Mitigation Measure TRA-1**, the proposed project would result in a significant and unavoidable impact related to residential VMT. No other feasible mitigation measures have been identified to reduce these impacts to less than significant.

4.17.9 Cumulative Impacts

The purpose of this section is to evaluate any additional incremental impact that the proposed project is likely to cause over and above the combined impacts of recently approved and proposed projects in the City. The impact area used to assess potential cumulative transportation impacts is the City and immediately surrounding area because the proposed project would affect transportation facilities within the City as well as immediately adjacent areas. Please refer to **Table 4.A: Summary of Related Projects** and **Figure 4.1: Related Projects**, in Chapter 4.0, Existing Setting, for the descriptions and locations of these related projects.

Each development proposal received by the City is required to undergo individual environmental review pursuant to CEQA. Some of the related projects identified in **Table 4.A** have undergone environmental review pursuant to CEQA, which included an analysis of potential impacts related to transportation. According to the EIRs prepared for the Shea Properties Mixed Use Development Project (Related Project 1) and Melia Homes -Citrus Square Project (Related Project 2), transportation and VMT impacts would be less than significant and no mitigation was required. In addition, the EIR prepared for the Los Alamitos Medical Center Project (Related Project 7) determined that transportation and VMT impacts would be reduced to less than significant with implementation of mitigation. Further, the EIRs determined that cumulative impacts related to transportation and VMT would be less than significant. The environmental documents prepared for the Goodman Commerce Center Project (Related Project 3) determined that all transportation and VMT impacts would also be less than significant with implementation of mitigation that requires a truck signage and striping plan. The Sycamore Creek Charter School Project (Related Project 6) and 4562 Katella Avenue Project (Related Project 8) were determined to be exempt from CEQA review under Section 15332 of the *State CEQA Guidelines* (for infill development) and Notices of Exemption (NOEs) were prepared. In order for a project to be exempt under Section 15332 of the *State CEQA Guidelines*, the project must not result in significant traffic impacts. The LTP Modern Machine Project (Related Project 5) and 8561 Belmont Street Project (Related Project 4) would also be required to undergo environmental review pursuant to CEQA, which would include an analysis of potential impacts on transportation and the identification of any mitigation measures to reduce potential impacts, if necessary.

Future development associated with the related projects would be required to comply with existing regulations, including the CMC and General Plan policies that have been adopted to minimize impacts related to transportation and circulation, as well as any applicable Federal, State and regional regulations. The City would also implement the General Plan policies that require the City to annually update the Capital Improvement Program to reflect City and community priorities for physical projects related to transportation for all travel modes. The project, together with

cumulative development, would not cause physical deterioration of roadway facilities, interfere with planned or existing transit services, or preclude the implementation of adopted bicycle and pedestrian facilities. The project therefore would not result in a cumulative conflict with circulation system plans or policies, and the impact related to circulation system consistency would be less than significant.

Cumulative land use development and transportation projects would generally promote accessibility for people walking to and through the Buildout Area by conforming to General Plan policies and the CMC, and by adhering to planning principles that emphasize providing convenient connections and safe routes for people walking, bicycling, driving, and taking transit. As with current practice, related projects would be designed and reviewed in accordance with the City's Public Works Department requirements and the Department would provide oversight engineering review to ensure that the project is constructed according to City specifications. As a result, the related projects would not generate activities that would increase hazards due to a design feature or incompatible use. As discussed above, because the proposed project would also comply with requirements and design standards to ensure that new roadway and driveway improvements avoid sharp curves, unsafe intersection geometry, and visual obstructions, the proposed project's impacts related to a substantial increase in hazards due to a design feature or incompatible use would be less than significant. For these reasons, the proposed project, in combination with cumulative projects, would have a less than significant cumulative impact with respect to design features or incompatible uses. Future development as part of the City's project approval process would also be required to comply with existing regulations, including General Plan policies and the CMC that have been prepared to minimize impacts related to emergency access.

The City would implement the General Plan programs that require the City's continued coordination with the City's Police Department and the OCFA to establish circulation standards, adopt an emergency response route map, and equip all new traffic signals with preemptive traffic signal devices for emergency services. Furthermore, the implementation of the zoning regulations contained in Article 3, Section 11, Property Development and Use Standards, of the CMC related to adequate site and building access would help to minimize traffic congestion that could impact emergency access. As discussed above, implementation of the proposed project would have a less than significant impact related to emergency access with adherence to existing regulations and City standards. For these reasons, the proposed project, in combination with cumulative projects, would have a less than significant cumulative impact with respect to emergency access.

Detailed VMT analysis was conducted for the proposed project, including for both existing plus project (2019) and cumulative plus project (2050) scenarios. The cumulative plus project (2050) scenario reflects 2050 conditions with the proposed project incorporated. As discussed above, even with implementation of **Mitigation Measure TRA-1**, which requires inclusion of pedestrian sidewalks and bicycle lanes, the proposed project would result in a significant and unavoidable impact related to residential VMT. Pursuant to the *Technical Advisory On Evaluating Transportation Impacts In CEQA* prepared by the OPR (now the LCI),[15] if a project individually has a significant VMT impact,

[15] Governor's Office of Land Use and Climate Innovation (LCI) (previously the Governor's Office of Planning and Research [OPR]). 2018. *Technical Advisory on Evaluating Transportation Impact In CEQA*. April.

then it also has a significant cumulative VMT impact, and vice-versa.[16] Therefore, the proposed project would have a significant and unavoidable cumulative residential VMT impact, while the cumulative impact related to non-residential VMT impact would be less than significant.

Based on the analysis above, implementation of the proposed project, in addition to other recently completed, planned, and reasonably foreseeable projects within the City, could result in cumulative transportation impacts. Therefore, the proposed project's cumulative impact with respect to residential VMT would be considered significant and unavoidable, while the other cumulative transportation impacts associated with the proposed project would be less than significant.

[16] This similar treatment of project and cumulative VMT impacts is also summarized in Figure 5 of the Transportation Implementation Manual for the County of Orange (page 21), updated September 2021.

4.18 TRIBAL CULTURAL RESOURCES

This section provides a discussion of the existing tribal cultural resource environment and evaluates the potential impacts on tribal cultural resources from implementation of the Specific Plan 3.0 Buildout Project (proposed project). According to California Public Resources Code (PRC) Section 21080.3.1 and Chapter 532, Statutes 2014 (i.e., Assembly Bill [AB] 52), "tribal cultural resources" are defined as the following:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either: (A) included or determined to be eligible for inclusion in the California Register of Historical Resources; or (B) included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1.

This section summarizes information obtained from AB 52 Native American consultation efforts completed in support of the proposed project. The record of these consultation efforts is contained in **Appendix L**.

4.18.1 Scoping Process

The City of Cypress (City) received six comment letters during the public review period of the Notice of Preparation (NOP). For copies of the NOP comment letters, refer to **Appendix A** of this Draft Environmental Impact Report (Draft EIR). One comment letter, from the Native American Heritage Commission (NAHC), included comments related to tribal cultural resources.

The comment letter from the NAHC outlines the City's tribal consultation requirements under AB 52.

4.18.2 Methodology

4.18.2.1 Records Searches

In January 2020, a cultural resource record search was completed as part of the environmental review process for the proposed mixed-use Cypress City Center Project, located directly south of the Buildout Area. The record search was conducted at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS) at California State University, Fullerton, and included a review of all prehistoric and historic archaeological sites within a 0.25-mile radius of the Cypress City Center Project. As such, the records search performed as part of the Cypress City Center Project included the Buildout Area, as well as a review of known cultural resource survey and excavation reports in the surrounding area. The California State Historic Resources Inventory (HRI), National Register of Historic Places (National Register), California Historical Landmarks (SHL), California Points of Historical Interest (SPHI), and various local historical registers were examined. No archaeological resources had been previously recorded within the

Cypress City Center Project site, and none were discovered as a result of the record search.[1] The Cypress City Center Project was constructed between 2021 and 2025, and no tribal cultural resources were identified during grading or construction activities. Because the records search for the Cypress City Center Project included the Buildout Area, this record search can be reasonably applied to the proposed project's Buildout Area. As a result of the conditions discussed above, a new cultural resource records search under the proposed project was determined to be unnecessary by the City.

4.18.2.2 Assembly Bill 52

AB 52 requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources (PRC Section 21074). AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource falling outside the definition stated above nonetheless qualifies as a "tribal cultural resource." Also, per AB 52, as Lead Agency, the City must consult California Native American tribes that are traditionally and culturally affiliated with the geographic area of the project site and have previously requested that the Lead Agency provide the tribe with notice of such projects (PRC Section 21080.3.1).

A request form describing the proposed project and map depicting the Buildout Area was sent to the NAHC in West Sacramento on August 28, 2024, requesting a search of the Sacred Lands File (SLF) and a list of tribes eligible to consult with the City, pursuant to Public Resources Code Section 21080.3.1. On September 5, 2024, the NAHC responded in a letter indicating that the search of the SLF was negative. The NAHC also provided a list of 20 tribal contacts associated with the following tribes:

- Cahuilla Band of Indians
- Gabrieleño Band of Mission Indians - Kizh Nation
- Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Juaneno Band of Mission Indians Acjachemen Nation – Belardes
- Juaneno Band of Mission Indians Acjachemen Nation 84A
- Pala Band of Mission Indians
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians

The City sent notification letters to these tribes on May 6, 2025, notifying them of the proposed project and providing the opportunity to consult with the City for the proposed project. Additional information is provided below in Section 4.18.6, Project Impacts, below.

[1] City of Cypress. 2020. *Cypress City Center Project Draft Environmental Report, SCH #2019110458*. Section 4.16-4. Website: https://files.ceqanet.opr.ca.gov/257330-3/attachment/pPtqudn4yD91UlsUP_CKNqJ72MJ0kYlHFzJsGzBHYFnlgWkhiTD33EKMOE--4IQOdoGX3ne3ABNyI6Km0 (accessed December 2025).

4.18.3 Existing Environmental Setting

The area that is now the City of Cypress was prehistorically occupied by several different Native American tribes with unique oral histories, societal structures, and ways of life. To date, no federally recognized tribes claim to have occupied the land that is now considered the City of Cypress.

4.18.3.1 City of Cypress Ethnohistory

According to the City's General Plan,[2] the level of Gabrielino culture that was encountered by the Spanish in the 18th century was a continuation of a culture formation originating as far back as 1200 AD. Prior to Spanish colonization, the Gabrielino population was estimated at more than 5,000 people. Various Spanish explorers had been in the region earlier, but in 1769, the Spanish under Gaspar de Portola began their colonization of the region. The people were given the name "Gabrielino" by the Franciscan Priests for their association with the Mission San Gabriel Arcangel, which was constructed by 1771 in San Gabriel, approximately 20 miles northwest of the Buildout Area. As a result of their induction into the mission, the Gabrielino population was decimated through disease.

The majority of the information on Gabrielino culture has been obtained from the remains of their material culture; however, much of it was perishable and therefore not available for research purposes. What is known is that they had abundant marine resources, terrestrial animals, and a heavy reliance on acorns. They also engaged in trade networks that included the exchange of resources from the Channel Islands, the mainland, and inland to Arizona, with more than 89 percent of the Gabrielino's physical environment within the extremely rich Sonoran life zone.

4.18.3.2 Existing Buildout Area Conditions

As outlined in the *Environmental Impact Report, Soils and Geology Issues, Proposed Mixed-Use Development, 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California* (Geotechnical Investigation),[3] the Buildout Area is underlain by 3–5 feet of fill material on top of native alluvial soils. Undisturbed native alluvial soils may contain previously unknown archaeological resources, including tribal cultural resources. There is no information regarding specific known tribal cultural resources in or around the Buildout Area, as determined by the record search performed for the Cypress City Center Project, which included the Buildout Area. Therefore, there are no known tribal cultural resources within the Buildout Area and no tribal cultural resources listed or eligible for listing in the California Register of Historical Resources (California Register) or in a local register existing within the Buildout Area.

4.18.4 Regulatory Setting

The following section describes the federal, State, regional, and local regulatory framework applicable to analyzing potential impacts related to tribal cultural resources from development of the proposed project.

---

2 City of Cypress. 2001. *Cypress General Plan Conservation/Open Space/Recreation Element.* September 10, 2001.

3 Geotechnologies, Inc. 2024. *Environmental Impact Report, Soils and Geology Issues, Proposed Mixed-Use Development, 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California.* May 2. (**Appendix F**)

4.18.4.1 Federal Regulations

Archaeological Resources Protection Act. The Archaeological Resources Protection Act was enacted in 1979 with the purpose of securing the protection of archaeological resources and sites on public lands and Native American lands, and to foster increased cooperation and exchange of information between governmental authorities, the professional archaeological community, and private individuals.

Native American Graves Protection and Repatriation Act (NAGPRA). The NAGPRA was passed in 1990 with the purpose of outlining a process for museums and federal agencies to return certain Native American cultural items (e.g., human remains, funerary objects, sacred objects, or objects of cultural patrimony) to lineal descendants, and culturally affiliated Indian tribes. NAGPRA also establishes procedures for the inadvertent discovery or planned excavation of Native American cultural items on federal or tribal lands. While these provisions do not apply to discovery or excavations on private or State lands, the collection portions of NAGPRA may apply to cultural items if they are under the control of an institution that receives federal funding. NAGPRA also makes it a criminal offense to traffic in Native American human remains without right of possession or in cultural items obtained in violation of NAGPRA.

4.18.4.2 State Regulations

Native American Heritage Commission (NAHC). In 1976, the California State Government passed AB 4239, creating the NAHC. The NAHC is responsible for identifying and categorizing Native American cultural resources as well as preventing damage to designated sacred sites and associated artifacts and remains. Legislation passed in 1982 authorized the NAHC to identify a Most Likely Descendant (MLD) when Native American remains are found outside the boundaries of a designated cemetery. An MLD has the authority to make recommendations in regard to the treatment and disposition of the discovered remains.

California Public Resources Code (PRC) Sections 5097.9–5097.991. California PRC Sections 5097.9–5097.991 provide protection to Native American historical and cultural resources (including sanctified cemeteries, places of worship, religious sites, or sacred shrines) and sacred sites and gives the NAHC enforcement authority.

Specifically, PRC Section 5097.98 outlines procedures that must be followed in the event that human remains are discovered. The County Coroner shall make a determination within 2 working days from the time the person responsible for the excavation, or designee, notifies the County Coroner of the discovery or recognition of the human remains. If the County Coroner identifies the remains to be of Native American origin or has reason to believe that the remains are those of Native American origin, the County Coroner must contact the California NAHC within 24 hours. The NAHC representative will then alert a Native American MLD to conduct an inspection of the site and to determine the following course of treatment and action. Additionally, *State CEQA Guidelines* Section 15064.5 sets forth a procedure if human remains are found on land outside of federal jurisdiction.

Health and Safety Code Section 7050.5. Section 7050.5 of the California Health and Safety Code protects Native American burials, remains, and associated grave artifacts in the event they are discovered in any location other than a designated cemetery. The Health and Safety Code mandates

the immediate stop of excavation on the site as well as any adjacent or overlying area where the remains or associated items are found and provides for the sensitive disposition of those remains. Should remains be discovered, the County Coroner must determine that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or designee, in the manner provided in PRC Section 5097.98.

Assembly Bill 52. AB 52 requires that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. The bill requires a lead agency to begin consultation with each California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report is required for a project. The bill specifies examples of mitigation measures that may be considered to avoid or minimize impacts on tribal cultural resources. The bill makes the above provisions applicable to projects that have a Notice of Preparation or a notice of Negative Declaration or Mitigated Negative Declaration filed on or after July 1, 2015. By requiring the lead agency to consider these effects relative to tribal cultural resources and to conduct consultation with California Native American tribes, this bill imposes a State-mandated local program.

Penal Code Section 622.5. Section 622.5 of the Penal Code makes it a misdemeanor to willfully damage, deface, or destroy any object of archaeological or historical interest or value and applies to any archaeological or historical object whether situated on private land or within any public park or place.

Penal Code Section 623. Section 623 of the Penal Code provides for the protection of natural and archaeological materials in caves, including: damaging or defacing natural cave formations (e.g., stalactites, stalagmites); disturbing or altering archaeological evidence of prior human occupation in a cave; removing or harming plant or animal life in a cave; removing any “material” from a cave, where “material” includes archaeological, paleontological, historical, biological items; and tampering with cave entrances (gates, locks, doors) without permission.

4.18.4.3 Regional Regulations

There are no regional regulations that are applicable to tribal cultural resources relevant to the proposed project.

4.18.4.4 Local Regulations

There are no local regulations that are applicable to tribal cultural resources relevant to the proposed project.

4.18.5 Thresholds of Significance

The thresholds of significance for tribal cultural resources impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to tribal cultural resources if it would:

Threshold 4.18.1: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

4.18.6 Project Impacts

Threshold 4.18.1: **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant with Mitigation Incorporated. The City consulted with tribal representatives traditionally or culturally affiliated with the Buildout Area pursuant to the requirements outlined in AB 52. On May 6, 2025, the City sent outreach letters to the tribal contacts provided by the NAHC and formally invited each representative to consult with the City on the proposed project. The

record of these consultation efforts is contained in **Appendix L**. The following responses were received:

- On May 7, 2025, the Pala Band of Mission Indians responded, stating that the proposed project is not located within the boundaries of the recognized Pala Indian Reservation. The Pala Band of Mission Indians also indicated that the proposed project is beyond the boundaries of the territory that the tribe considers its Traditional Use Area (TUA). Therefore, the Pala Band of Mission Indians declined AB 52 consultation and deferred to the wishes of tribes in closer proximity to the project area.

- On May 7, 2025, the Santa Rosa Band of Cahuilla Indians responded, stating that they defer any comments to the Soboba Band of Luiseno Indians.

- On May 22, 2025, the Gabrielino Tongva Indians of California Tribal Council responded, stating they have no comment on the proposed project.

- On May 8, 2025, the Gabrieleño Band of Mission Indians - Kizh Nation responded and requested consultation with the City regarding the proposed project. On May 27, 2025, the City provided suggested mitigation measures relating to the protection of tribal cultural resources to the Gabrieleño Band of Mission Indians - Kizh Nation, as detailed in **Mitigation Measures TCR-1** through **TCR-4**. These measures include required tribal cultural resources training and ALERT sheet posting, on-site tribal monitoring during ground disturbance of native sediment, and provisions in the event that previously unknown tribal cultural resources (including human remains and funerary objects) are discovered during construction activities.

  On July 14, 2025, the Gabrieleño Band of Mission Indians - Kizh Nation responded, requesting tribal monitors on-site during all phases of ground disturbance, including in areas classified as previously disturbed or containing fill materials. On August 4, 2025, the City responded, summarizing the previous cultural records searches performed that include the Buildout Area, which indicate that no cultural resources are present within the Buildout Area. The City also indicated that the SLF search was negative, and that the Geotechnical Investigation prepared for the proposed project confirms the Buildout Area is underlain by 3 to 5 feet of fill material, with native alluvial soils beneath. The City also indicated that the area surrounding the Buildout Area has undergone significant development since 2014, including Lexington Park, Ovation at Flora Park, Belmont, and Cypress City Center projects, totaling approximately 62 acres of ground disturbance. Several of these projects included monitoring by Gabrieleño Band of Mission Indians - Kizh Nation representatives, and none resulted in the discovery of cultural resources. As such, the City maintained that on-site tribal monitoring during all phases of ground disturbance into native alluvial soils would be sufficient to address potential impacts on previously unknown tribal cultural resources. In September 2025, the City considered tribal consultation with the Gabrieleño Band of Mission Indians - Kizh Nation completed.

No information regarding specific known tribal cultural resources within the Buildout Area was provided by the Gabrieleño Band of Mission Indians - Kizh Nation. Therefore, no tribal cultural resources listed or eligible for listing in the California Register of Historical Resources (California

Register) or in a local register exist within the Buildout Area, and there are no known tribal cultural resources within the Buildout Area.

Although no cultural or tribal cultural resources have been identified within the Buildout Area, future construction facilitated by the proposed project would include ground- disturbing activities including grading and excavation. Ground disturbing activities within the Buildout Area could result in a potentially significant impact to tribal cultural resources if previously undiscovered tribal cultural resources are unearthed during ground-disturbing activity, including human remains of Native American origin. However, as discussed in Section 4.5, Cultural Resources, future development facilitated under the proposed project would be required to adhere to **Regulatory Compliance Measures CUL-1** and **CUL-2**, which detail provisions in the event that previously unknown cultural resources, including human remains, are discovered during ground-disturbing construction activities, consistent with the California Code of Regulations (CCR) Section 15064.5(e) and State Health and Safety Code Section 7050.5. In addition, future development facilitated under the proposed project would also be required to implement **Mitigation Measures TCR-1** through **TCR-4.**

Mitigation Measure TCR-1

Tribal Cultural Resources Training and ALERT Sheet Posting. Prior to the start of any ground-disturbing activities, a qualified archaeologist meeting the Secretary of the Interior standards, in consultation with a representative from a traditionally and culturally affiliated Native American Tribe, under the direction of the City of Cypress Planning Division, shall prepare a Cultural Resources Sensitivity Summary. This summary shall include a brief description of the types of archaeological and tribal cultural resources that may be encountered, visual examples (if available), reporting procedures in the event of a discovery, and appropriate contact information.

The summary shall be printed and posted in a visible location at the construction site for the duration of all ground-disturbing activities.

An initial worker environmental training shall be provided by a qualified archaeologist in collaboration with a tribal representative prior to the start of construction, under the direction of the City of Cypress Planning Division. The training shall include a review of applicable laws, procedures to follow if resources are discovered, and cultural sensitivity guidance. A sign-in sheet shall be maintained to document attendance. As construction progresses, the construction manager shall be responsible for ensuring that all new personnel receive the same information through on-site orientation and review of the posted materials. Documentation of ongoing training shall be maintained and made available to the City upon request.

Mitigation Measure TCR-2

Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities. Prior to the issuance of any grading permits for projects within the Buildout Area that would require "ground-disturbing activity," where such disturbance activity would occur in undisturbed native sediment, a future project applicant/City shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching on both on-site and any off-site locations that are included in the Project Description/ definition and/or required in connection with the projects, such as public improvement work.

A copy of the executed monitoring agreement shall be submitted to the Director of the City of Cypress Community Development Department, or their designee, prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The tribal monitor shall also provide appropriate insurance certificates.

The monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs shall identify and describe any discovered tribal cultural resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, "TCRs"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the future project applicant/City upon written request to the Tribe.

On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Tribe from a designated point of contact for the future project applicant/City that all ground-disturbing activities and phases that may involve ground-disturbing activities in native (previously undisturbed) soil has occurred (i.e., no tribal monitoring shall be required for landscaping activities occurring after completion of project grading and trenching, as this soil will have been previously monitored) or in connection with the project are complete; or (2) a determination and written notification by the Tribe to the future project applicant/City that no

future, planned construction activity and/or development/ construction phase associated with the project possesses the potential to impact TCRs.

Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Tribe's monitor and/or archaeologist. The Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural, and/or historic purposes.

Mitigation Measure TCR-3

Unanticipated Discovery of Human Remains and Associated Funerary Objects. Native American human remains are defined in Public Resources Code (PRC) Section 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC Section 5097.98, are also to be treated according to this statute.

If Native American human remains and/or grave goods are discovered or recognized during ground-disturbing activities associated with projects within the Buildout Area, then all construction activities shall immediately cease within 50 feet of the find. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the Coroner has determined the nature of the remains. If the Coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC), and PRC Section 5097.98 shall be followed.

Human remains and grave/burial goods shall be treated alike per PRC Section 5097.98(d)(1) and (2).

If Native American human remains are discovered or recognized on any construction sites within the Buildout Area during ground-disturbing activities and the NAHC subsequently identifies the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe) to be the Most Likely Descendant (MLD), construction activities may resume in other parts of the construction site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the

Tribe determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Tribe's monitor and/or archaeologist deems necessary). (*State CEQA Guidelines* Section 15064.5(f).)

Preservation in place (i.e., avoidance) is the Tribe's preferred manner of treatment for discovered human remains and/or burial goods.

Any discovery of human remains/burial goods shall be kept confidential to the extent feasible to prevent further disturbance.

Mitigation Measure TCR-4

Procedures for Burials and Funerary Remains. If Native American human remains are discovered or recognized on any construction sites within the Buildout Area during ground-disturbing activities and the Native American Heritage Commission subsequently identifies the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe) to be the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy, as described below, shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make

every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

In the event preservation in place is not possible despite good faith efforts by the future project applicant/City and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within 6 months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

The mitigation measures include required tribal cultural resources training and ALERT sheet posting, on-site tribal monitoring during ground disturbance of native sediment, and provisions in the event that previously unknown tribal cultural resources (including human remains and funerary objects) are discovered during ground-disturbing construction activities. With implementation of **Mitigation Measures TCR-1 through TCR-4**, the potential impacts to known and unknown tribal cultural resources would be less than significant with mitigation incorporated.

4.18.7 Level of Significance Prior to Mitigation

Impacts on known or unknown tribal cultural resources with implementation of the proposed project would be potentially significant.

4.18.8 Regulatory Compliance Measures and Mitigation Measures

4.18.8.1 Regulatory Compliance Measures

The following regulatory compliance measures are existing regulations that are applicable to the proposed project and are considered in the analysis of potential impacts related to tribal cultural resources. The City considers these requirements to be mandatory; therefore, they are not mitigation measures.

Regulatory Compliance Measure CUL-1

Unknown Archaeological Resources. In the event that archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist from the Orange County List of Qualified Archaeologists has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code (PRC). A future project applicant and its construction contractor shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. Any found deposits shall be treated in accordance with federal, State and local guidelines, including those set forth in PRC Section 21083.2. Prior to commencement of grading activities, the Director of the City of Cypress (City) Community Development Department, or designee, shall verify that all project grading and construction plans include specific requirements regarding California PRC (Section 21083.2[g]) and the treatment of archaeological resources as specified above.

Regulatory Compliance Measure CUL-2

Human Remains. In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which

shall determine and notify a Most Likely Descendant (MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and non-destructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City of Cypress shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. Prior to the issuance of grading permits, the Director of the City of Cypress Community Development Department, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.

4.18.8.2 Mitigation Measures

Future development facilitated under the proposed project would be required to implement the following mitigation measures.

Mitigation Measure TCR-1

Tribal Cultural Resources Training and ALERT Sheet Posting. Prior to the start of any ground-disturbing activities, a qualified archaeologist meeting the Secretary of the Interior standards, in consultation with a representative from a traditionally and culturally affiliated Native American Tribe, under the direction of the City of Cypress Planning Division, shall prepare a Cultural Resources Sensitivity Summary. This summary shall include a brief description of the types of archaeological and tribal cultural resources that may be encountered, visual examples (if available), reporting procedures in the event of a discovery, and appropriate contact information.

The summary shall be printed and posted in a visible location at the construction site for the duration of all ground-disturbing activities.

An initial worker environmental training shall be provided by a qualified archaeologist in collaboration with a tribal representative prior to the start of construction, under the direction of the City of Cypress Planning Division. The training shall include a review of applicable laws, procedures to follow if resources are discovered, and cultural sensitivity guidance. A sign-in sheet shall be maintained to document attendance. As construction progresses, the

construction manager shall be responsible for ensuring that all new personnel receive the same information through on-site orientation and review of the posted materials. Documentation of ongoing training shall be maintained and made available to the City upon request.

Mitigation Measure TCR-2

Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities. Prior to the issuance of any grading permits for projects within the Buildout Area that would require "ground-disturbing activity," where such disturbance activity would occur in undisturbed native sediment, a future project applicant/City shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching on both on-site and any off-site locations that are included in the Project Description/ definition and/or required in connection with the projects, such as public improvement work.

A copy of the executed monitoring agreement shall be submitted to the Director of the City of Cypress Community Development Department, or their designee, prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The tribal monitor shall also provide appropriate insurance certificates.

The monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs shall identify and describe any discovered tribal cultural resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, "TCRs"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the future project applicant/City upon written request to the Tribe.

On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Tribe from a designated point of contact for the future project applicant/City that all ground-disturbing activities and phases that may involve ground-disturbing activities in native (previously undisturbed) soil has occurred (i.e.,

no tribal monitoring shall be required for landscaping activities occurring after completion of project grading and trenching, as this soil will have been previously monitored) or in connection with the project are complete; or (2) a determination and written notification by the Tribe to the future project applicant/City that no future, planned construction activity and/or development/ construction phase associated with the project possesses the potential to impact TCRs.

Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Tribe's monitor and/or archaeologist. The Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural, and/or historic purposes.

Mitigation Measure TCR-3 **Unanticipated Discovery of Human Remains and Associated Funerary Objects.** Native American human remains are defined in Public Resources Code (PRC) Section 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC Section 5097.98, are also to be treated according to this statute.

If Native American human remains and/or grave goods are discovered or recognized during ground-disturbing activities associated with projects within the Buildout Area, then all construction activities within shall immediately cease within 50 feet of the find. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the Coroner has determined the nature of the remains. If the Coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC), and PRC Section 5097.98 shall be followed.

Human remains and grave/burial goods shall be treated alike per PRC Section 5097.98(d)(1) and (2).

If Native American human remains are discovered or recognized on any construction sites within the Buildout Area during ground-

disturbing activities and the NAHC subsequently identifies the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe) to be the Most Likely Descendant (MLD), construction activities may resume in other parts of the construction site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Tribe determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Tribe's monitor and/or archaeologist deems necessary). (*State CEQA Guidelines* Section 15064.5(f).)

Preservation in place (i.e., avoidance) is the Tribe's preferred manner of treatment for discovered human remains and/or burial goods.

Any discovery of human remains/burial goods shall be kept confidential to the extent feasible to prevent further disturbance.

Mitigation Measure TCR-4

Procedures for Burials and Funerary Remains. If Native American human remains are discovered or recognized on any construction sites within the Buildout Area during ground-disturbing activities and the Native American Heritage Commission subsequently identifies the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe) to be the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy, as described below, shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

In the event preservation in place is not possible despite good faith efforts by the future project applicant/City and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within 6 months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

4.18.9 Level of Significance after Mitigation

Impacts to known and unknown tribal cultural resources would be less than significant with implementation of **Mitigation Measures TCR-1 through TCR-4**.

4.18.10 Cumulative Impacts

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 reasonably foreseeable projects in an area of interest. The cumulative impact area for tribal cultural resources is the South Orange County region, including the City of Cypress. As previously discussed, no tribal cultural resources are known to exist within the Buildout Area. As such, implementation of the proposed project would have no impact on known tribal cultural resources and would therefore not contribute to a significant cumulative impact on known tribal cultural resources.

Potential impacts of the proposed project to unknown tribal cultural resources, when combined with other past, current, and reasonably foreseeable projects in the city and on land traditionally used by culturally affiliated tribes, including the related projects identified in **Table 4.A: Summary of Related Projects** and **Figure 4.1**, in Chapter 4.0, Existing Setting, could contribute to a cumulatively significant impact due to the overall loss of tribal cultural resources in the region. However, each development proposal received by the City is required to undergo individual environmental review pursuant to CEQA, including AB 52 outreach. Furthermore, impacts of other projects on tribal cultural resources are generally site-specific because they result from ground-disturbing activities that would require a site-specific impact analysis to determine the nature and extent of the resources and identify appropriate mitigation measures that would reduce or avoid significant impacts.

Ground disturbance associated with future development facilitated by the proposed project could result in a potentially significant impact to tribal cultural resources if previously undiscovered tribal cultural resources are unearthed during ground-disturbing activity, including human remains of Native American origin. However, future development facilitated under the proposed project would be required to adhere to **Regulatory Compliance Measures CUL-1 and CUL-2** and implement **Mitigation Measures TCR-1 through TCR-4**, which include required tribal cultural resources training and ALERT sheet posting, on-site tribal monitoring during ground disturbance of native sediment, and provisions in the event that previously unknown tribal cultural resources (including human remains and funerary objects) are discovered during ground-disturbing construction activities. Adherence to and implementation of these measures would ensure less than significant impacts on tribal cultural resources.

Similar to the proposed project, ground disturbance associated with related projects could result in potentially significant impacts on previously unidentified archaeological sites and associated human remains that may be unearthed. However, when the City considers future development proposals, both within the Buildout Area and citywide, these proposals would undergo environmental review pursuant to CEQA and when necessary, mitigation measures would be adopted as appropriate. In most cases, this environmental review and compliance with project conditions of approval and relevant policies of the General Plan would ensure that significant impacts on tribal cultural resources would be avoided or otherwise mitigated to less than significant levels. Further, discretionary projects would be required to engage in tribal consultation in order to identify and mitigate site-specific impacts on tribal cultural resources.

Some of the related projects identified in **Table 4.A** have undergone environmental review pursuant to CEQA, which included an analysis of potential impacts on tribal cultural resources. According to the EIRs prepared for the Shea Properties Mixed Use Development Project (Related Project 1), Melia Homes-Citrus Square Project (Related Project 2), and the Los Alamitos Medical Center Project (Related Project 7), impacts on tribal cultural resources with implementation of the projects would be less than significant with implementation of measures similar to **Mitigation Measures TCR-1 through TCR-4.** Further, the EIRs determined that cumulative impacts on tribal cultural resources would be less than significant. In addition, Goodman Commerce Center and the 5665 Plaza Drive Projects (Related Project 3) were analyzed in an Initial Study/Mitigated Negative Declaration in 2023 and an EIR in 2024, respectively, which determined that all impacts on tribal cultural resources would also be less than significant with implementation of measures similar to **Mitigation Measures TCR-1 through TCR-4**. The Sycamore Creek Charter School Project (Related Project 6) and 4562 Katella Avenue Project (Related Project 8) were determined to be exempt from CEQA review under Section 15332 of the *State CEQA Guidelines* (for infill development) and Notices of Exemption (NOEs) were prepared. In order for a project to be exempt under Section 15332 of the *State CEQA Guidelines*, the project must not result in significant impacts due to unusual circumstances, such as being located on a site sensitive for tribal cultural resources. As such, development of the related projects in combination with the proposed project would not result in significant impacts on tribal cultural resources. The LTP Modern Machine Project (Related Project 5) and 8561 Belmont Street Project (Related Project 4) would also be required to undergo environmental review pursuant to CEQA, which would include an analysis of potential impacts on tribal cultural resources, the identification of any mitigation measures to reduce potential impacts, if necessary, and tribal consultation.

In addition, in January 2020, a cultural resource record search was completed as part of the environmental review process for the proposed mixed-use Cypress City Center Project, located directly across Katella Avenue south of the Buildout Area. The record search was conducted at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS) at California State University, Fullerton, and included a review of all prehistoric and historic archaeological sites within a 0.25-mile radius of the Cypress City Center Project, which includes the Buildout Area, as well as a review of known cultural resource survey and excavation reports in that area. The California State Historic Resources Inventory (HRI), National Register of Historic Places (National Register), California Historical Landmarks (SHL), California Points of Historical Interest (SPHI), and various local historical registers were examined. No tribal archaeological resources had been previously recorded within the Cypress City Center Project site, and none were discovered as a result of the record search. The Cypress City Center Project was constructed between 2021 and 2025, and no tribal cultural resources were identified during grading or construction activities.

Thus, there is no potential for the proposed project to contribute to a significant cumulative impact associated with the significance of a tribal cultural resource pursuant to California Code of Regulations (CCR) Section 15064.5. Collectively, recent past, approved, and probable future projects that may occur in the vicinity, including the proposed project, would not result in a cumulative increase in impacts on tribal cultural resources or human remains, because these resources would be avoided or otherwise removed, analyzed, and reported (i.e., by a qualified archaeologist). In

addition, through required tribal consultation, additional mitigation measures for ensuring that tribal cultural resources are not significantly impacted would also be developed and prescribed on a project-specific basis.

Based on the information in this section (Section 4.18, Tribal Cultural Resources), and in Section 4.5 Cultural Resources, and for the reasons summarized above, the proposed project would not contribute to significant adverse cumulative impacts related to tribal cultural resources when considered together with other cumulative development. Therefore, the cumulative impact on tribal cultural resources would not be cumulatively considerable.

This page intentionally left blank

4.19 UTILITIES AND SERVICE SYSTEMS

This section describes the utility providers within whose jurisdiction the Buildout Area is located and evaluates the potential impacts on utilities and service systems as a result of physical improvements that may be necessary to accommodate the Specific Plan 3.0 Buildout Project (proposed project). This section is based on multiple data sources, including the *Sewer Capacity Study for Specific Plan 3.0 Buildout Project* (Sewer Capacity Study)[1] (**Appendix M**), the *Water Supply Assessment, Specific Plan 3.0 Buildout Project, Cypress, California* (WSA)[2] (**Appendix N**), the *Master Plan of Drainage for Specific Plan 3.0 Buildout Project, 4961 Katella Avenue, Cypress, CA* (Drainage Report)[3] **(Appendix H-1),** the California Emissions Estimator Model (CalEEMod) outputs generated for the proposed project **(Appendix B),** and written correspondence and coordination with utility providers (**Appendix O**)**.** This section addresses the following utilities and service systems.

- Electricity—Southern California Edison (SCE)
- Natural Gas—Southern California Gas Company (SoCalGas)
- Solid Waste—Valley Vista Services; Orange County Waste and Recycling (OCWR)
- Wastewater—Orange County Sanitation District (OC San)
- Potable Domestic Water—Golden State Water Company (GSWC)
- Storm Drainage—Orange County Flood Control District (OCFCD)
- Telecommunications – AT&T

4.19.1 Scoping Process

The City of Cypress (City) received four comment letters during the public review period of the Notice of Preparation (NOP). For a copy of the NOP comment letters, refer to **Appendix A** of this Draft Environmental Impact Report (Draft EIR). None of the comment letters included comments related to utilities and service systems.

4.19.2 Methodology

This section evaluates impacts to utilities and service systems to the extent that project demand for potable water and wastewater, electricity, natural gas, telecommunications facilities, and landfill capacity would require new or expanded facilities to support the proposed project, the construction of which would result in an adverse physical impact to the environment. Information regarding utilities and service systems was obtained from a variety of sources, including technical studies **(Appendices M, N, and H-1)** prepared for the proposed project, agency websites, and adopted planning documents of the service and utility providers.

This analysis also includes CalEEMod outputs generated for the proposed project, which are included in **Appendix B** of this Draft EIR. The proposed project's energy usage, including electricity

1 TAIT & Associates, Inc. 2025b. *Sewer Capacity Study for Specific Plan 2.0 Buildout Project, 4961 Katella Avenue Cypress, CA 90720.* September. (**Appendix M**)

2 Golden State Water Company (GSWC). 2025. *Water Supply Assessment, Specific Plan 3.0 Buildout Project, Cypress, California.* March. (**Appendix N**)

3 TAIT & Associates, Inc. 2025a. *Master Plan of Drainage for Specific Plan 3.0 Buildout Project, 4961 Katella Avenue, Cypress, CA.* September 16. (**Appendix H-1**)

and natural gas, as well as the proposed project's anticipated water demand and estimates for wastewater and solid waste generation were calculated using CalEEMod version 2022.1. In addition, will serve letters were provided by SCE, SoCalGas, OC San, GSWC, and AT&T on June 19, 2025, June 30, 2025, July 3, 2024, August 15, 2023, and June 17, 2025 (**Appendix O**).

4.19.3 Existing Environmental Setting

4.19.3.1 Electricity

In 2023, California's electricity was generated primarily by natural gas (36.6 percent), coal (1.8 percent), large hydroelectric (11.7 percent), nuclear (9.3 percent), and solar (17 percent). Total electric generation in California in 2023 was 281,140 gigawatt-hours (GWh).[4]

The Buildout Area is within the service territory of SCE, which provides services through a grid of transmission lines and related facilities. SCE provides electricity to more than 15 million people in a 50,000-square-mile area of Central, Coastal, and Southern California.[5] According to the California Energy Commission (CEC), total electricity consumption in the SCE service area in 2023 was 77,409 GWh[6] and total electricity consumption in Orange County in 2023 was 18,853 GWh (6,846 GWh for the residential sector and 11,990 GWh for the non-residential sector).[7]

4.19.3.2 Natural Gas

Natural gas consumed in California is used for electricity generation (45 percent), residential uses (21 percent), industrial uses (25 percent), and commercial uses (9 percent). California continues to depend upon out-of-state imports for nearly 90 percent of its natural gas supply.[8] SoCalGas, the service provider for the City, serves approximately 21.1 million customers in a 24,000-square-mile service territory.[9] SoCalGas has four storage fields—Aliso Canyon, Honor Rancho, La Goleta, and Playa del Rey—and has a combined storage capacity of 74 billion cubic feet.[10]

---

4 California Energy Commission (CEC). 2024. *2023 Total System Electric Generation.* Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2023-total-system-electric-generation#:~:text=In%202023%2C%20total%20generation%20for,percent%20in%202022.%20California%27s%20wide (accessed May 23, 2025).

5 Southern California Edison (SCE). n.d. *About Us.* Website: https://www.sce.com/about-us/who-we-are (accessed May 23, 2025).

6 California Energy Commission (CEC). n.d.-b. *Electricity Consumption by Entity.* Website: http://www.ecdms.energy.ca.gov/elecbyutil.aspx (accessed November 11, 2025).

7 California Energy Commission (CEC). n.d.-a. *Electricity Consumption by County*. Website: http://www.ecdmsenergy.ca.gov/elecbycounty.aspx (accessed November 11, 2025).

8 California Energy Commission (CEC). n.d.-e. *Supply and Demand of Natural Gas in California*. Website: https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california (accessed May 23, 2025).

9 Southern California Gas Company (SoCalGas). n.d. Company Profile: About SoCalGas. Website: https://www.socalgas.com/about-us/company-profile (accessed May 23, 2025).

10 United States Energy Information Administration (EIA). 2019. Today in Energy. Website: https://www.eia.gov/todayinenergy/detail.php?id=36416 (accessed May 23, 2025).

According to the CEC, total natural gas consumption in the SoCalGas service area in 2023 was 5,233 million therms[11] and total natural gas consumption in Orange County in 2023 was 607.6 million therms (378.9 million therms for the residential sector and 228.7 million therms for the non-residential sector).[12]

4.19.3.3 Solid Waste

The City currently contracts with Valley Vista Services of Orange County, a private solid waste hauler, to collect and dispose of the solid waste/refuse generated in the City. Solid waste/refuse collected in the City by Valley Vista is transported to one of the Class III landfills operated and maintained by OCWR. Class III landfills only accept non-hazardous municipal solid waste for disposal; no hazardous or liquid waste is accepted. County residents are able to dispose of their household hazardous waste items at any of OCWR's four household hazardous waste collection centers. Currently, OCWR maintains and operates three Class III sanitary landfills, identified below in **Table 4.19.A: Orange County Class III Landfills.**

Table 4.19.A: Orange County Class III Landfills

Landfill	Location	Service
Frank R. Bowerman	11002 Bee Canyon Access Road Irvine, CA 92602	Commercial dumping No public dumping
Olinda Alpha	1942 North Valencia Avenue Brea, CA 92823	Commercial dumping Public dumping allowed
Prima Deshecha	32250 La Pata Avenue San Juan Capistrano, CA 92675	Commercial dumping Public dumping allowed

Source: Landfill Information (Orange County Waste and Recycling n.d.).

The Frank R. Bowerman Landfill is projected to serve residents and businesses until approximately 2053. The landfill is currently permitted by the California Department of Resources, Recycling, and Recovery (CalRecycle) to receive a maximum of 11,500 tons per day (tpd) of waste, with a currently annual average of 8,500 tpd.[13] Therefore, the Frank R. Bowerman Landfill currently operates at approximately 73.0 percent of its daily capacity. As of 2023, the Frank R. Bowerman Landfill had an estimated remaining disposal capacity of 160,896,082 cubic yards.[14]

11 California Energy Commission (CEC). n.d.-d. *Gas Consumption by Entity.* Website: https://ecdms.energy.ca.gov/gasbyutil.aspx (accessed November 11, 2025).

12 California Energy Commission (CEC). n.d.-c. *Gas Consumption by County*. Website: http://www.ecdms.energy.ca.gov/gasbycounty.aspx (accessed November 11, 2025).

13 Orange County Waste & Recycling. n.d. *Landfill Information*. Website: http://www.oclandfills.com/landfill (accessed May 23, 2025).

14 California Department of Resources, Recycling, and Recovery (CalRecycle). n.d.-a. SWIS Facility Detail, Frank R. Bowerman Sanitary LF (30-AB-0360). Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2767?siteID=2103 (accessed May 23, 2025).

The Olinda Alpha Landfill is scheduled to close in approximately 2036, at which time it will be landscaped to become a County Regional Park.[15] The Olinda Alpha Landfill is currently permitted by CalRecycle to receive a maximum of 8,000 tpd of waste, but currently receives an average of approximately 7,000 tpd.[16] Therefore, the Olinda Alpha Landfill currently operates at approximately 87.5 percent of its daily capacity. As of October 2020, the Olinda Alpha Landfill had an estimated remaining disposal capacity of 17,500,000 cubic yards.[17]

The Prima Deshecha Landfill is projected to serve residents and business until approximately 2102 and features several environmental protection measures, including odor control systems, 5.7 acres of wetland, 175 acres of coastal sage scrub, and 11 acres of riparian mitigation.[18] The landfill is currently permitted by CalRecycle to receive 4,000 tpd and as of 2023, had a remaining capacity of 128,800,000 cubic yards.[19]

4.19.3.4 Wastewater

The OC San is responsible for safely collecting, treating, and disposing of the wastewater in central and northwest Orange County, including in the City of Cypress. The OC San provides wastewater collection, treatment, and recycling for approximately 2.6 million people living within its 479 square-mile service area.[20] The OC San's facilities include 396 miles of sewer pipes and 15 pump stations located throughout the county. The OC San treats approximately 188 million gallons of wastewater from residential, commercial, and industrial sources per day that is sent to two treatment plants: Reclamation Plant No. 1, located at 10844 Ellis Avenue in Fountain Valley, and Treatment Plant No. 2, located at 22212 Brookhurst Street in Huntington Beach.[21]

OC San is responsible for the provision of wastewater treatment facilities that serve the Buildout Area. Sewage from the City of Cypress is diverted to either Reclamation Plant No. 1 or Treatment Plant No. 2. Excess wastewater from any of six trunk sewers tributary to Reclamation Plant No. 1 is diverted to Treatment Plant No. 2 to not overload the capacity of Reclamation Plant No. 1 and to provide for maintenance or construction activities.[22] Reclamation Plant No. 1 has a primary

---

15 Orange County Waste & Recycling. n.d. *Landfill Information*. Website: http://www.oclandfills.com/landfill (accessed May 23, 2025).

16 Ibid.

17 California Department of Resources Recycling and Recovery (CalRecycle). n.d.-b. *SWIS Facility Detail, Olinda Alpha Landfill (30-AB-0035).* Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2757?siteID=2093 (accessed May 23, 2025).

18 Orange County Waste & Recycling. n.d. *Landfill Information*. Website: http://www.oclandfills.com/landfill (accessed May 23, 2025).

19 California Department of Resources Recycling and Recovery (CalRecycle). n.d.-c. *SWIS Facility Detail, Prima Deshecha Landfill (30-AB-0019)*. Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity//2750?siteID=2085 (accessed May 23, 2025).

20 Orange County Sanitation District (OC San). n.d.-a. *About Us, General Information, Service Area.* Website: https://www.ocsan.gov/service-area/ (accessed May 23, 2025).

21 Orange County Sanitation District (OC San). 2020. *Draft 2020 Program Environmental Impact Report for the 2017 Facilities Master Plan, SCH# 2019070998.* September 2020.

22 Orange County Sanitation District (OC San). 2024a. *2023–2024 Annual Report Resource Protection Division Pretreatment Program*. Website: https://stage.ocsan.gov/wp-content/uploads/2024/10/OC_San_Pretreatment_Annual_Report_FY_2023_2024_Final.pdf (accessed June 3, 2025).

treatment capacity of 208 million gallons per day (mgd),[23] and is running under capacity at approximately 124 mgd.[24] Treatment Plant No. 2 has a primary treatment capacity of 168 mgd[25] and currently receives 68 mgd.[26] Additionally, through its Capital Improvement Program, the OC San strives to continue maintaining its facilities at optimal levels by planning, designing, and preparing for future demand by developing Facilities and Biosolids Master Plans that address 20-year planning horizons.

In the vicinity of the Buildout Area, there are two main existing sewer lines, including (1) a 30-inch vitrified clay pipe (VCP) sewer trunk line owned and maintained by OC San that flows north to south along Lexington Drive to Katella Avenue, and (2) a VCP sewer main owned and maintained by the City that flows east to west along Katella Avenue increasing in diameter from 18-inches to 21-inches. There is also an 8-inch reach that picks up flows from southeast of the Buildout Area. This line runs in a 15-foot easement to the City of Cypress from north of Vessels Circle south toward Winners Circle and then ties into the City's 18-inch line. The existing 21-inch VCP City sewer main connects to the existing 30-inch VCP OC San sewer trunk line at an OC San manhole located at the Lexington Drive and Katella Avenue intersection. The existing 30-inch VCP OC San trunk line continues west along Katella Avenue in the City of Los Alamitos and turns south at Los Alamitos Boulevard. The trunk line increases in size as it goes south and then west to the OC San Westside Pump Station. From the OC San Westside Pump Station, the trunk line eventually drains to OC San Treatment Plant No. 1 in Fountain Valley.

In addition, the existing private sewer line within the Buildout Area flows west towards Lexington Drive where it connects to the 30-inch VCP OC San sewer trunk line. It collects sewage flows from the main racetrack building, support buildings, and from the horse stables. Additionally, there are other existing sewer lines within the Buildout Area, which were not studied in the Sewer Capacity Study, but are tributary to the main sewer lines described above.

4.19.3.5 Potable Domestic Water Service

Domestic water service to the Buildout Area is provided by GSWC. The City is within the Los Alamitos West Orange Service Area. GSWC's Los Alamitos West Orange Service Area includes Cypress, Los Alamitos, and Stanton; additionally, small portions of Buena Park, Garden Grove, La Palma, Seal Beach, and the unincorporated community of Rossmoor are included. There are approximately 30,100 customers within GSWC's Los Alamitos West Orange Service Area.[27]

The Los Alamitos West Orange Service Area 2020 Urban Water Management Plan (UWMP) demonstrates that GSWC has adequate domestic water supply for future water demands in normal, single dry years, and five consecutive dry year conditions through 2045. The entire GSWC West

---

23 Orange County Sanitation District (OC San). 2024b. *Adopted Budget Fiscal Years 2024-2025 and 2025-2026*. Website: https://ocsan.gov/financial-reporting/adopted-budget-fy-2024-25-and-2025-26/ (accessed June 3, 2025).

24 Ibid.

25 Ibid.

26 Ibid.

27 Golden State Water Company (GSWC). n.d. *Los Alamitos West Orange County*. Website: https://www.gswater.com/los-alamitos (accessed March 2026).

Orange system is considered potable and is supplied from two primary sources: local groundwater and imported water purchased from the Metropolitan Water District of Southern California (MWD) through Municipal Water District of Orange County (MWDOC). A small portion of water is also supplied by recycled water from the City of Cerritos and through a contract with the City of Seal Beach. GSWC owns and operates 14 active wells with a combined capacity of 11,850 gallons per minute, which pump local groundwater from the Coastal Plain of Orange County Groundwater Basin. The UWMP includes a water supply and demand assessment that demonstrates that adequate water supply, including both imported groundwater and groundwater from GSWC-owned wells, will be available to GSWC through 2045.[28] The projected water demands for customers served by GSWC in the Los Alamitos West Orange Service Area is shown in **Table 4.19.B: Projected Water Demands by Use Through 2045 (AFY).**

Table 4.19.B: Projected Water Demands by Use Through 2045 (AFY)

Category	Water Demand				
	2025	2030	2035	2040	2045
Single Family	6,493	6,671	6,855	7,044	7,237
Multi Family	2,667	2,740	2,816	2,893	2,973
Commercial/Institutional	3,283	3,374	3,467	3,562	3,660
Industrial	59	61	62	64	66
Landscape	810	833	856	879	903
Water Loss	825	848	871	895	920
Total	**14,137**	**14,527**	**14,926**	**15,337**	**15,759**

Source: *West Orange Service Area 2020 Urban Water Management Plan, Table 4-5: Projected Water Demands* (GSWC, July 15, 2021).
AFY = acre-feet per year
GSWC = Golden State Water Company

The total water supply available to the GSWC Los Alamitos West Orange Service Area is shown in **Table 4.19.C: Total Water Supplies Available to GSWC West Orange Through 2045 (AFY).**

Table 4.19.C: Total Water Supplies Available to GSWC West Orange Through 2045 (AFY)

Water Supply	2025	2030	2035	2040	2045
Groundwater	19,800	20,210	20,630	21,062	21,505
MWD of Orange County	2,100	2,100	2,100	2,100	2,100
City of Seal Beach Contract	40	40	40	40	40
Recycled Water	250	250	250	250	250
Total	**21,940**	**22,350**	**22,770**	**23,202**	**23,645**

Source: *West Orange Service Area 2020 Urban Water Management Plan, Chapter 3 – Water Supply* (GSWC, July 15, 2021).
AFY = acre-feet per year
GSWC = Golden State Water Company
MWD = Metropolitan Water District

[28] Golden State Water Company (GSWC). 2020. *2020 Urban Water Management Plan, West Orange*.

The GSWC Los Alamitos West Orange Service Area only accesses enough water to meet its need in any given year. Accordingly, although some of the supplies available to GSWC Los Alamitos West Orange Service Area are shared among three GSWC service areas, GSWC Los Alamitos West Orange Service Area would not acquire the additional supplies unless they are needed as part of GSWC's regional water management among the three service areas. As such, the GSWC Los Alamitos West Orange Service Area would acquire the total projected supplies as shown in **Table 4.19.C**, above.

According to the WSA prepared for the proposed project, the historical water use at the Buildout Area over the past several years (for two meters providing service to the Los Alamitos Race Course (LARC) has averaged approximately 73 acre feet per year (afy).

4.19.3.6 Storm Drain

As discussed in Section 4.10, Hydrology and Water Quality, under existing conditions, the southern portion of the Buildout Area generally drains south towards the Katella Avenue Storm Drain, the northwestern portion of the Buildout Area drains west towards Lexington Drive, and a small portion of the Buildout Area in the north drains north towards Cerritos Avenue. The Drainage Report (**Appendix H-1**) identifies six Drainage Areas (A through F) for the Buildout Area under existing conditions, as depicted in **Figure 4.10-1** in Section 4.10. Ultimately, all existing stormwater from the Buildout Area discharges to the Los Alamitos Channel. The Los Alamitos Channel is an engineered channel that flows through the County-operated Rossmoor Detention Basin and discharges to the San Gabriel River. The San Gabriel River outlets to the Pacific Ocean at Seal Beach.

4.19.3.7 Telecommunications Facilities

Telephone, television, and internet services are offered by a variety of providers in the City of Cypress, including AT&T, Frontier Communications, Spectrum, HughesNet, and ViaSat. Non-satellite providers include Frontier and Spectrum Cable. Satellite internet providers include ViaSat, DishTV, and DirectTV. These services are privately operated and offered to each location in the City for a fee defined by the provider.

4.19.4 Regulatory Setting

The following section describes the federal, State, regional, and local regulatory framework applicable to analyzing potential impacts related to utilities and service systems from development of the proposed project.

4.19.4.1 Federal Regulations

There are no federal policies or regulations applicable to the proposed project.

4.19.4.2 State Regulations

Water Supply Assessment. California Public Resources Code (PRC) Section 21151.9 requires that any proposed "project," as defined in Section 10912 of the Water Code, prepare a Water Supply Assessment in compliance with Water Code Section 10910, et seq. Water Code Section 10910 et seq. outlines the necessary information and analysis that must be included in an EIR to ensure that a

proposed land development has a sufficient water supply to meet existing and planned water demand over a 20-year horizon.

According to the Water Supply Assessment requirements, a "project" is defined as any of the following:

- A residential development of more than 500 dwelling units;
- A shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet (sf) of floor space;
- A commercial office building employing more than 1,000 persons or having more than 250,000 sf of floor space;
- A hotel or motel, or both, having more than 500 rooms;
- An industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor area;
- A mixed-use project that includes one or more of the projects specified above; and
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling-unit project.

If a public water system has fewer than 5,000 service connections, a "project" means any proposed residential, business, commercial, hotel or motel, or industrial development that would account for an increase of 10 percent or more in the number of the public water system's existing service connections, or a mixed-use project that would demand an amount of water equivalent to, or greater than, the amount of water required by residential development that would represent an increase of 10 percent or more in the number of the public water system's existing service connections.

The proposed project includes the reasonably foreseeable buildout of the Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan), which would include a maximum buildout of 1,791 dwelling units and 440,000 square feet of non-residential space. A Water Supply Assessment was prepared by Stetson Engineers, Inc. for the proposed project in March 2025 (**Appendix N**). Additionally, all future development facilitated by the proposed project would be required to undergo project specific environmental review and prepare site-specific water supply assessments if applicable.

Assembly Bill 341. Assembly Bill (AB) 341 extends the waste diversion requirements established under the California Integrated Waste Management Act of 1989 to the year 2020. In 1989, the California Legislature adopted the California Integrated Waste Management Act of 1989, which is administered by CalRecycle (formerly known as the California Integrated Waste Management Board) and requires each city, county, and regional agency to develop a source reduction and recycling

element of an integrated waste management plan. Each adopted source reduction and recycling element was required to demonstrate the diversion of 50 percent of all solid waste from landfill disposal or transformation by January 1, 2000. Annual progress reports were required to be filed with the State Legislature that included specified information regarding the act. AB 341 further establishes the policy goal of the State that not less than 75 percent of solid waste generated be source-reduced, recycled, or composted by the year 2020. AB 341 requires CalRecycle, by January 1, 2014, to provide a report to the Legislature that provides strategies to achieve that policy goal and also includes other specified information and recommendations in addition to the annual progress report.

Title 24, California Building Code. Energy consumption by new buildings in California is regulated by the Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations (CCR), known as the California Building Code (CBC). The CEC first adopted the Building Energy Efficiency Standards for Residential and Nonresidential Buildings in 1978 in response to a legislative mandate to reduce energy consumption in the State. The CBC is updated every 3 years. The 2022 Building Energy Efficiency Standards became effective on January 1, 2023. The efficiency standards apply to both new construction and rehabilitation of both residential and non-residential buildings, and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local building permit process. Local government agencies may adopt and enforce energy standards for new buildings, provided these standards meet or exceed those provided in CCR Title 24.

4.19.4.3 Regional Regulations

Metropolitan Water District of Southern California 2020 Urban Water Management Plan. Metropolitan Water District of Southern California's (MWD) 2020 Urban Water Management Plan (UWMP) lists and describes the various uses, demand, supplies, target reductions, and compliance measures for 26 member agencies. These include 14 cities, 11 municipal water districts, and one county water authority serving approximately 5,200 square miles including portions of Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura Counties. The 2020 Regional UWMP found that under the current supply demands for a multiple-dry-year scenario (i.e., drought conditions), MWD would have sufficient supply to meet the projected growing demand for water from 2025 to 2045. MWD is currently working to develop programs to increase its water supply and create a large surplus during multiple-dry-year scenarios to ensure that water demands will still be addressed during emergency drought situations.

Municipal Water District of Orange County 2020 Urban Water Management Plan. The region served by the Municipal Water District of Orange County (MWDOC) is located in Orange County, California, and includes 28 cities (including the City of Cypress) and water districts, referred to as MWDOC member agencies. MWDOC's 2020 UWMP documents information on all sources of water supplies for the region—imported water, groundwater, surface water, recycled water, and wastewater—as a summary of information for regional planning. The plan concludes that the MWDOC service area will have sufficient existing and planned supplies to meet full service demands under every water-year hydrologic scenario from 2020 through 2025. The plan also evaluates each source of water in the region. The resource mix for meeting total demand includes local groundwater, recycled water, surface water, and imported water from MWD. The plan documents

MWDOC's cooperative efforts with its member agencies in developing local supplies and finds that in the region the percentage of its supply from each source will remain approximately the same for the next 25 years, with 30 percent of its supplies from imported water and 70 percent of its supplies from local sources in 2040, even with projected growth occurring.

4.19.4.4 Local Regulations

Golden State Water Company 2020 Urban Water Management Plan (West Orange). GSWC published its 2020 UWMP for the GSWC Los Alamitos West Orange Service Area, which outlines how GSWC will provide customers with a reliable supply of drinking water for the next 30 years. The 2020 UWMP provides the California Department of Water Resources with information regarding present and future water resources and demands and provides an assessment of GSWC's water resource needs. The 2020 UWMP utilizes factors that were evaluated in ensuring supply reliability in the MWDOC's 2020 UWMP and the MWD's 2020 UWMP.

The UWMP conducts a supply assessment to meet the projected growing demand in its Los Alamitos West Orange Service Area. The UWMP analyzes water supply during multiple-dry-year scenarios to ensure that water demands will still be addressed during emergency drought situations. The UWMP includes these multiple-dry-year scenarios in its analysis of future water demand.

Cypress Town Center and Commons Specific Plan 3.0. The Cypress Town Center and Commons Specific Plan 3.0 does not contain any provisions related to utilities and service systems.

City of Cypress Municipal Code. The Cypress Municipal Code includes the following requirements that would apply to the proposed project related to the provision of utilities:

- **Section 12-31 (Required Diversion Rates)** of the City's Municipal Code requires that the applicant for a covered project shall divert, at a minimum, the percentage of construction and demolition debris as specified by the California Green Building Standards.

- **Section 5-1 (California Building Codes—Adopted)** adopts the 2022 California Green Building Standards Code, 2022 Edition (Title 24). Generally, the intent of Title 24 is to provide efficiency standards for new construction and the rehabilitation of both residential and nonresidential buildings, including building energy consumption, water conservation, and operational efficiencies. Title 24 regulates building energy consumption for heating, cooling, ventilation, water heating, and lighting with regard to both electricity and natural gas, while also regulating water consumption through the installation of efficient plumbing fixtures.

4.19.5 Thresholds of Significance

The thresholds of significance for utilities and service system impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to utilities and service systems if it would:

Threshold 4.19.1: Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;

Threshold 4.19.2: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;

Threshold 4.19.3: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;

Threshold 4.19.4: Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or

Threshold 4.19.5: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.19.6 Project Impacts

Threshold 4.19.1: **Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

***Less Than Significant Impact*.** The Specific Plan 3.0 Buildout includes development of a maximum of 1,791 residential units and 440,000 square feet of non-residential development within the Buildout Area. Upon full buildout of the Buildout Area, approximately 5,516 residents would be added to the City's population. In addition, the proposed project would support the City's efforts to meet regional housing needs outlined in the Housing Element and Regional Housing Needs Assessment (RHNA).

4.19.6.1 Water

Construction. During construction, short-term demand for water may occur during project demolition and grading activities, primarily for dust mitigation purposes. Water from the existing potable water lines in the vicinity of the Buildout Area would be used. Overall, short-term construction activities would require minimal water and are not expected to have any adverse impacts on the existing water system or available water supplies. Therefore, construction of the proposed project would not require the construction of new or expanded water conveyance facilities. In addition, as discussed in Section 4.17, Transportation, the proposed project would be required to prepare and implement a Transportation Construction Plan (TCP) during construction activities, which would ensure that if the installation of utility connections and improvements would require temporary road or lane closures, there would be no significant transportation impact during construction. Impacts would be less than significant, and no mitigation is required.

Operation. As previously discussed, water service for the proposed project would be provided by the GSWC. There are existing water lines within Lexington Drive, Cerritos Avenue, and Katella Avenue, as depicted on Figure 2-4 (Water Plan) in the Specific Plan, that currently serve, and would continue to serve, the Buildout Area during operation of the proposed project. Future development under the proposed project would connect to these existing water lines through new water lines constructed within the proposed Moody Street extension.

The GSWC Los Alamitos West Orange Service Area 2020 UWMP states that annual water use in its service area is expected to be 15,759 acre-feet by 2045. In addition, the 2020 UWMP states that total water supplies available for the service area in 2045 would be 23,645 acre-feet. According to the WSA (**Appendix N**) prepared for the proposed project, the historical water use at the Buildout Area over the past several years (for two meters providing service to the LARC) has averaged approximately 73 afy and future development facilitated by the proposed project would result in an additional approximately 620 afy of total water use. This accounts for approximately 3.8 percent of the estimated water demand and 2.6 percent of the total available water supplies in the service area for 2045. This represents a minimal increase in water demand within the GSWC Los Alamitos West Orange Service Area. In addition, according to the CalEEMod projections, future development facilitated by the proposed project would result in approximately 185,501,462 gallons per year (gpy) (570 afy) of total water use, including approximately 99,912,926 gpy (307 afy) of indoor water use and approximately 85,588,536 gpy (263 afy) of outdoor water use, which would account for approximately 3.6 percent of the estimated water demand and 2.4 percent of the total available water supplies in the service area for 2045. Further, the WSA prepared for the proposed project indicated that sufficient water supplies exist to meet the existing and future water demands within the GSWC Los Alamitos West Orange Service Area, including the proposed project.

Additionally, some of the 1,791 housing units that would be facilitated under the proposed project would replace existing urban uses that currently use water. Any future projects implemented in accordance with the proposed project would be required to adhere to applicable development regulations pertaining to water, as discussed in Section 4.19.4, Regulatory Setting, and provide required development impact fees. As a part of the development review process, all future projects would be required to demonstrate that existing public utilities would be sufficient to serve the future projects' needs.

As the new water infrastructure improvements are proposed as part of the project, the environmental impacts associated with construction of the improvements have been discussed and analyzed throughout this Draft EIR. In addition, the GSWC has indicated in a will serve letter that existing water infrastructure in the surrounding area has the capacity to serve the proposed project and sufficient water supplies exist to serve the proposed project. Therefore, operation of the proposed project would not require or result in the relocation or construction of new or expanded water facilities or infrastructure, beyond those proposed as part of the project, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant, and no mitigation is required.

4.19.6.2 Wastewater

Construction. No significant increase in wastewater flows is anticipated as a result of construction activities within the Buildout Area as sanitary services during construction would be provided by portable toilet facilities, which transport waste off-site for treatment and disposal. Therefore, construction of the proposed project would not require the construction of new or expanded wastewater conveyance facilities. In addition, as previously discussed, the proposed project would be required to prepare and implement a TCP during construction activities, which would ensure that if the installation of utility connections and improvements would require temporary road or lane closures, there would be no significant transportation impact during construction. Impacts would be less than significant, and no mitigation would be required.

Operation. Wastewater services for the proposed project would be provided by the City of Cypress and the OC San. The proposed project would include the installation of two new sewer connections to existing sewer main lines, including (1) a new 10-inch sewer lateral extending from Lot 2 and connecting to the existing 30-inch sewer trunk line owned and maintained by OC San within Lexington Drive (Sewer Connection A), and (2) a new 8-inch sewer main line that would run north to south along the proposed Moody Street extension (Sewer Connection B), collecting sewer lateral flows from the adjacent lots before connecting to the existing 18-inch VCP City sewer main at the intersection of Moody Street and Katella Avenue. This proposed sewer line would be an 8-inch line where it commences and would gradually increase in size to a 15-inch line at Sewer Connection B. In addition, as recommended by the Sewer Capacity Study, Lots 10 and 11 located on the north side of Vessels Circle would connect to the existing 8-inch City sewer line located southeast of Lot 11.

The Sewer Capacity Study analyzed the hydraulic pipe capacity for the proposed sewer lateral connecting on Lexington Drive, three different locations along the proposed Moody Street Extension sewer main, and for the proposed Vessels Circle Extension sewer lateral that would connect to Moody Street Extension. The results of this analysis demonstrate that the proposed sewer lines would have adequate capacity to serve the proposed project. In addition, the Sewer Capacity Study found that the existing 18-inch pipe at proposed Sewer Connection B and the existing 21-inch pipe at the existing connection to the 30-inch OC San sewer trunk line would be adequate to serve the proposed project and no replacement facilities with increased capacity would be necessary.

As indicated above, the OC San has a capacity to treat 188 million gallons of wastewater per day from residential, commercial, and industrial sources at two plants: Reclamation Plant No. 1 in Fountain Valley and Treatment Plant No. 2 in Huntington Beach. Reclamation Plant No. 1 has a primary treatment capacity of 208 mgd,[29] and is running under capacity at approximately 120 mgd.[30] Treatment Plant No. 2 has a primary treatment capacity of 168 mgd and currently receives 59 mgd.[31] The future residential and non-residential development facilitated by the proposed project is anticipated to generate approximately 276 acre-feet of wastewater annually, or approximately

[29] Orange County Sanitation District (OC San). 2019. *Budget Update Fiscal Year 2019-2020*. Website: https://www.ocsd.com/Home/ShowDocument?id=28411 (accessed March 2026).

[30] Ibid.

[31] Orange County Sanitation District (OC San). n.d.-b. *Facts and Key Statistics Webpage*. Website: https://www.ocsd.com/services/regional-sewer-service (accessed March 2026).

246,398 gallons of wastewater per day.[32] This accounts for approximately 0.1 percent of OC San's daily capacity, the current capacity of Reclamation Plant No. 1, and the current capacity of Reclamation Plant No. 2. In addition, as provided in the Sewer Capacity Study, OC San has provided a Will Serve letter stating that OC San facilities can accommodate the full development of the Buildout Area under the proposed project.

Additionally, some of the 1,791 housing units that would be facilitated under the proposed project would replace existing urban uses that currently generate wastewater and are assumed in OC San's wastewater generation projections. Any future projects implemented in accordance with the proposed project would be required to adhere to the Specific Plan and comply with applicable development regulations pertaining to wastewater treatment. As a part of the development review process, all future projects would be required to demonstrate that existing public utilities would be sufficient to serve the future projects' needs.

As the proposed new wastewater infrastructure improvements are proposed as part of the project, the environmental impacts associated with construction of the improvements have been discussed and analyzed throughout this Draft EIR. In addition, OC San has indicated in a will serve letter that existing wastewater infrastructure in the surrounding area has the capacity to serve the proposed project and sufficient capacity at Reclamation Plant No. 1 and No. 2 exists to serve the proposed project. Therefore, operation of the proposed project would not require the relocation or construction of new or expanded wastewater facilities or infrastructure, beyond those proposed as part of the project, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant, and no mitigation is required.

4.19.6.3 Stormwater/Drainage

Construction. Drainage patterns would be temporarily altered during grading and other construction activities. Specifically, the removal of vegetation can eliminate natural interception of stormwater runoff, resulting in increased flow rate, and grading activities can reshape the ground surface, which would direct stormwater runoff differently than existing conditions. As specified in Section 4.10, Hydrology and Water Quality, if construction of future development associated with the proposed project would disturb greater than 1 acre of soil, those projects would be subject to the requirements of the Construction General Permit, as specified in **Regulatory Compliance Measure HYD-1**. As required by the Construction General Permit, the Construction Contractor would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) and implement construction Best Management Practices (BMPs) detailed in the SWPPP during construction activities. The SWPPP would detail the BMPs to be implemented during construction. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. If construction of future development associated with the proposed project would disturb less than 1 acre of soil and are not a part of a larger common plan, those projects would be required to comply with Section 4.106 of the 2022 California Green Building Standards Code (CALGreen Code), as specified in **Regulatory**

[32] In the absence of an official wastewater generation rate, wastewater can be reasonably assumed to be 90 percent of the indoor water use (i.e., 307 afy).

Compliance Measure HYD-1. Section 4.106 of the CALGreen Code requires implementation of BMPs to prevent flooding and erosion and to retain sediment on site. Compliance with the requirements of the Construction General Permit or Section 4.106 of the CALGreen Code, including incorporation of construction BMPs, would ensure that construction impacts related to waste discharge requirements, water quality standards, degradation of water quality, increased pollutant discharge, and alteration of receiving water quality would be less than significant.

In addition, any groundwater extracted during groundwater dewatering activities that is discharged to surface waters would be tested and treated (if necessary) to ensure that any discharges meet the water quality limits specified in the applicable National Pollutant Discharge Elimination System (NPDES) permit, as also specified in in Section 4.10 Hydrology and Water Quality, **Regulatory Compliance Measure HYD-2. Regulatory Compliance Measures HYD-1 and HYD-2** are existing NPDES requirements with which the project is required to comply. These measures would prevent substantial additional sources of polluted runoff being discharged to the storm drain system through implementation of construction BMPs that target pollutants of concern in runoff from the Buildout Area as well as testing and treatment (if required) of groundwater prior to its discharge to surface waters.

With implementation of BMPs, construction of the proposed project would not result in a substantial increase in the rate or amount of surface runoff, flow, and volume that would exceed the capacity of the adjacent stormwater drainage systems. Therefore, construction of the proposed project would not require or result in the relocation or construction of new or expanded stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects. In addition, the proposed project would be required to prepare and implement a TCP during construction activities, which would ensure that if the installation of utility connections and improvements would require temporary road or lane closures, there would be no significant transportation impact during construction. Impacts would be less than significant, and no mitigation is required.

Operation. The Drainage Report identifies six Drainage Areas (A through F) for the Buildout Area under existing conditions, as described in Section 4.10, Hydrology and Water Quality, and depicted in **Figure 4.10-1** in Section 4.10. Under existing conditions, the southern portion of the Buildout Area drains south towards the Katella Avenue Storm Drain, the northwestern portion of the Buildout Area drains west towards Lexington Drive, and a small portion of the Buildout Area in the north drains north towards Cerritos Avenue. In addition, under existing conditions, stormwater runoff within Drainage Areas E and F discharge to the artificial lakes located within the race course.

Implementation of the proposed project would require modifications to the existing Drainage Areas and the Buildout Area and would include the installation of Storm Drain Lines A, B, and C, as discussed in more detail below. Stormwater would no longer be directed to the existing race track and golf course lakes, which would be removed as part of the proposed project. As such, the number of Drainage Areas would be reduced to three proposed outfalls or Drainage Areas (i.e., Drainage Areas A through C) for hydrology and drainage design, which would meet the City's discharge requirement of 0.308 cubic feet per second per acre (cfs/acre).

There are also 18 proposed Drainage Management Areas (DMAs A1, A2, B, C, D1, D2, E1, E2, F, G1, G2, H1, H2, and S1 through S5) that correspond to the anticipated location of future water quality BMPs. The numbering convention of the Drainage Areas does not correspond exactly between the existing and proposed conditions. **Table 4.19.D: Existing and Proposed Drainage Conditions** below is provided for clarification and comparison purposes.

Table 4.19.D: Existing and Proposed Drainage Conditions

Outfall Location	Existing Drainage Area	Proposed Drainage Area
Katella Avenue Storm Drain	A and B	A
Winner's Circle Storm Drain	C	-
Lexington Drive Storm Drain	D	B
Cerritos Avenue Storm Drain	E	C
Existing Race Track Ponds	F	-

Source: *Master Plan of Drainage for Specific Plan 3.0 Buildout Project, 4961 Katella Avenue, Cypress, CA* (TAIT & Associates, Inc., September 16, 2025) (**Appendix H-1**)

The three proposed Drainage Areas are described below and depicted in **Figure 4.10-2** in Section 4.10, Hydrology and Water Quality, and the 18 proposed DMAs are described further in Section 4.10 and depicted in **Figure 4.10-3** in that section.

- **Drainage Area A** consists of the east and southeast portions of the Buildout Area, southeast of Drainage Area C, and includes approximately 44.76 acres of land. Proposed development within Drainage Area A would include commercial, medium-density residential, and senior housing uses with residential densities of approximately 29.7 and 17.5 dwelling units per acre, respectively. Additionally, the proposed Moody Street Extension south of the proposed Vessels Circle Extension would drain towards Drainage Area A and be captured by proposed catch basins that would discharge to the Katella Avenue Storm Drain. Stormwater within Drainage Area A would generally flow from north to south. Surface flows in this area would be conveyed to new inlet locations which would route the runoff towards a proposed storm drain line in the proposed Moody Street and Vessels Circle extensions (Storm Drain Line A). Storm Drain Line A would begin in Vessels Circle as a 24-inch reinforced concrete pipe (RCP) and would flow east to west towards Moody Street. Along Moody Street, this line would increase in size to a 36-inch storm drain system that would connect to the existing 39-inch Katella Avenue Storm Drain. The Moody Street extension would also include the construction of catch basin inlets that would ensure no surface runoff from the proposed street would spill onto Katella Avenue as it would in the existing condition.

  The proposed Drainage Area A consolidated the existing Drainage Area A and Drainage Area B. In the proposed condition, peak runoff was determined to be less than the existing stormwater runoff, which is due to the implementation of proposed detention basins within the proposed Drainage Area A. Five proposed detention basins, Basins A1, A2, A3, A4, and A5, are proposed in Drainage Area A to reduce the peak runoff from the project site, utilizing the 0.308 cfs/acre maximum discharge rate as required by the City, before ultimately discharging into the Katella Avenue Storm Drain. As discussed, the peak runoff would be greatly reduced when compared to

the existing condition, which would improve the downstream system hydraulic conditions. Discharge to Katella Avenue would not exceed the existing condition discharge for the 10-, 25- and 100-year expected value storm event.

- **Drainage Area B** consists of the western portion of the Buildout Area, west of Drainage Area C, and includes approximately 36.78 acres of land. Proposed development within Drainage Area B would include single-family residential, medium-family residential, and senior housing uses. Stormwater within Drainage Area B would generally flow from northeast to southwest. Surface flows in this area would be conveyed through a proposed storm drain line (Storm Drain Line B) to discharge into the existing 48-inch storm drain line that begins at Enterprise Drive and ultimately connects to the existing 48-inch Lexington Drive Storm Drain. Three detention basins, Basins, Basins B1, B2, and B3, are proposed in Drainage Area B to reduce the peak runoff from the project site, utilizing the 0.308 cfs/acre maximum discharge rate as required by the City.

- **Drainage Area C** consists of the central portion of the Buildout Area, between Drainage Area A and Drainage Area B, and includes approximately 61.87 acres of land. Proposed development within Drainage Area C would include single-family residential and medium-family residential, with the remaining portion to be developed with park and recreational uses. Drainage Area C is divided by the proposed Moody Street extension, with stormwater runoff generated to the west of the street extension set to flow northeasterly and runoff produced to the east of the street extension to flow northwesterly. All surface runoff from Drainage Area C would be conveyed via a proposed storm drain line (Storm Drain Line C) to the proposed detention basin, Basin C in the park area. Depending on the final design considerations of the ultimate buildout condition, Basin C would be designed as either an underground detention system and/or a surface detention basin that would collect and store the 100-year high-confidence storm event runoff volume. The stormwater runoff collected in Basin C would be fully retained during the storm event until the flow in the Cerritos Avenue Storm Drain system has fully subsided. Then, the runoff volume stored in Basin C would be pumped out to the Cerritos Avenue Storm Drain at a rate specified by the maximum conveyance capacity of the line.

As discussed above, the proposed project would include on and off-site upgrades to stormwater infrastructure, including the installation of a proposed storm drain line in the proposed Moody Street and Vessels Circle extensions (Storm Drain Line A), a proposed storm drain line in Drainage Area B that connects to the existing 48-inch storm drain line that begins at Enterprise Drive and ultimately connects to the existing 48-inch Lexington Drive Storm Drain (Storm Drain Line B), and a proposed storm drain line that would convey stormwater runoff from Drainage Area A to the proposed Basin C in the park area (Storm Drain Line C).

Drainage Area A also includes DMA-S4 and DMA-8. DMA-S4 includes approximately 0.23 acre of the proposed Vessels Circle extension and is already developed with the Melia Homes, Belmont residential project. Within DMA-S4, the existing drainage pattern would be maintained, and runoff flows would be captured and treated via a proprietary flow-based biofiltration system and discharged to the proposed storm drain line in the proposed Vessels Circle extension (Storm Drain Line A) and ultimately the Walker Street Storm Drain.

Approximately 11.57 acres of Drainage Area A is comprised of a portion of the Grace Church property and a portion of the existing race track that will be transferred by LARC to Grace Church as part of the land swap (Lot 8, per separate agreement and as depicted in the Vesting Tentative Tract Map [VTTM]). DMA-8 includes approximately 4.18 acres of Lot 8 that would be owned by Grace Church as part of this land swap deal. This portion of the Grace Church property currently discharges to the eastern Race Course Pond pursuant to a Declaration of Drainage Easement recorded on November 12, 2010, as Instrument No. 2010 in the Official Records of Orange County, California. As permitted by this easement agreement, the redevelopment of the LARC property would require an alteration in the design of the Grace Church drainage system. To preserve the existing drainage pattern of the Grace Church property, a proposed surface-level detention basin would be graded in Lot 8 (Lot 8 Basin) that intercepts the flows of the existing double 24-inch RCP line from Grace Church. Stormwater runoff within DMA-8 would either be treated via a proprietary flow-based biofiltration system or the Lot 8 Basin, depending on the final site design. The construction of the Lot 8 Basin will be done concurrently with the redevelopment of any portion of Lot 7 that would eliminate the use of the eastern Race Course Pond. Discharge from the Lot 8 Basin would be pumped to Storm Drain Line A within Vessels Circle, at a controlled rate of 0.308 cfs/acre of its tributary area during the 100-year storm event. All improvements to Lot 8 related to the Grace Church drainage system would be completed by the project Applicant per the Drainage Easement.

Ultimately, all stormwater from the Buildout Area would discharge to the Los Alamitos Channel, similar to the existing conditions. The proposed on-site storm drain system would be adequately sized to accommodate stormwater runoff so that on-site flooding would not occur.

With implementation of the proposed storm drain systems and detention system, as specified in **Regulatory Compliance Measure HYD-3**, operation of the proposed project would not result in a substantial increase in the rate or amount of surface runoff, flow, and volume that would exceed the capacity of the adjacent stormwater drainage systems. As the proposed stormwater infrastructure improvements are proposed as part of the project, the environmental impacts associated with construction of the improvements have been discussed and analyzed throughout this Draft EIR. In addition, the proposed stormwater infrastructure would be appropriately sized in order to ensure that stormwater runoff from the Buildout Area would be adequately accommodated by the existing stormwater infrastructure in the area. Therefore, operation of the proposed project would not require or result in the relocation or construction of new or expanded stormwater drainage facilities, beyond those proposed as part of the project, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant, and no mitigation is required.

Additionally, all future projects implemented in accordance with the proposed project would be required to adhere to the Specific Plan, provide required development impact fees, and comply with applicable development regulations pertaining to stormwater drainage. As a part of the development review process, all future projects would be required to demonstrate that existing public utilities would be sufficient to serve the future projects' needs. As such, the proposed project would not require the relocation or construction of new or expanded stormwater facilities or infrastructure and impacts would be less than significant. No mitigation is required.

4.19.6.4 Electric Power

Construction. Short-term construction activities associated with demolition of on-site structures would be limited to providing power to the staging area and portable construction equipment and would not substantially increase demand for electricity. The heavy equipment used for demolition and or construction is primarily powered by diesel fuel. Temporary electric power would be provided via existing utility boxes and lines within the Buildout Area. Given the limited nature of potential demand for electricity during construction and the availability of existing power lines on the site, there would not be a need to construct new or alter existing electric transmission facilities. In addition, the proposed project would be required to prepare and implement a TCP during construction activities, which would ensure that if the installation of utility connections and improvements would require temporary road or lane closures, there would be no significant transportation impact during construction. Impacts would be less than significant, and no mitigation is required.

Operation. The Buildout Area is within the service territory of SCE, which provides services through a grid of transmission lines and related facilities. As discussed previously, according to the CEC, total electricity consumption in the SCE service area in 2023 was 77,409 GWh[33] and total electricity consumption in Orange County in 2023 was 18,853 GWh (6,846 GWh for the residential sector and 11,990 GWh for the non-residential sector).[34] Based on the CalEEMod results for the proposed project, the estimated electricity demand associated with the operation of the proposed project is approximately 11,888,842 kilowatt-hours (kWh) per year. Therefore, operation of the future development facilitated by the proposed project would increase annual electricity consumption in the SEC service area and Orange County by approximately 0.01 and 0.06 percent, respectively. Consequently, anticipated electricity consumption by the proposed project is negligible (less than 0.1 percent) compared to the total consumption of the SCE service area and Orange County.

Additionally, any future projects implemented in accordance with the proposed project would be required to adhere to the Specific Plan and comply with applicable development regulations pertaining to electric power. As a part of the development review process, all future projects would be required to demonstrate that existing public utilities would be sufficient to serve the future projects' needs. In addition, SCE provided a will serve letter on June 19, 2025, indicating that they have the ability to serve the proposed project.

As such, the proposed project would not require the relocation or construction of new or expanded electrical facilities or infrastructure, and impacts would be less than significant. No mitigation is required.

---

33 California Energy Commission (CEC). n.d.-b. *Electricity Consumption by Entity*. Website: http://www.ecdms.energy.ca.gov/elecbyutil.aspx (accessed November 11, 2025).

34 California Energy Commission (CEC). n.d.-a. *Electricity Consumption by County*. Website: http://www.ecdms.energy.ca.gov/elecbycounty.aspx (accessed November 11, 2025).

4.19.6.5 Natural Gas

Construction. Project construction would not result in demand for natural gas since construction activities/equipment would not require natural gas or connect existing adjacent natural gas facilities. Therefore, construction activities would not impact natural gas services and the proposed project would not require new or physically altered gas transmission facilities. In addition, the proposed project would be required to prepare and implement a TCP during construction activities, which would ensure that if the installation of utility connections and improvements would require temporary road or lane closures, there would be no significant transportation impact during construction. Impacts would be less than significant, and no mitigation is required.

Operation. As discussed above, natural gas would continue to be provided to the Buildout Area by SoCalGas. Future development under the proposed project would include connections to existing natural gas infrastructure in the surrounding area. SoCalGas, the service provider for the City, serves approximately 21.1 million customers in a 24,000-square-mile service territory.[35] According to the CEC, total natural gas consumption in the SoCalGas service area in 2023 was 5,233 million therms [36] and total natural gas consumption in Orange County in 2023 was 607.6 million therms (378.9 million therms for the residential sector and 228.7 million therms for the non-residential sector).[37] CalEEMod was used to calculate the approximate annual natural gas associated with future development under the proposed project. Based on the CalEEMod results for the proposed project, the estimated potential increase in natural gas demand in the Buildout Area is anticipated to be approximately 38,243,251 thousand British thermal units (kBTU) per year, or approximately 382,524 therms per year. Therefore, operation of the new residential development allowed under the proposed project would increase annual consumption in the SoCalGas service area and Orange County by approximately 0.008 and 0.07 percent, respectively. Consequently, the anticipated natural gas consumption by the proposed project would be negligible (less than 0.1 percent) compared to the total consumption of the SoCalGas service area and Orange County. The proposed project would not require the construction of any physical improvements related to the provision of natural gas service that would result in significant environmental impact.

Additionally, any future projects implemented in accordance with the proposed project would be required to adhere to the Specific Plan, provide required development impact fees, and comply with applicable development regulations pertaining to natural gas. As a part of the development review process, all future projects would be required to demonstrate that existing public utilities would be sufficient to serve the future projects' needs. In addition, SoCalGas provided a will serve letter on June 30, 2025, indicating that they have the ability to serve the proposed project.

As such, the proposed project would not require the relocation or construction of new or expanded natural gas facilities or infrastructure, and impacts would be less than significant. No mitigation is required.

---

35 Southern California Gas Company (SoCalGas). n.d. Company Profile: About SoCalGas. Website: https://www.socalgas.com/about-us/company-profile (accessed May 23, 2025).

36 California Energy Commission (CEC). n.d.-d. *Gas Consumption by Entity.* Website: https://ecdms.energy.ca.gov/gasbyutil.aspx (accessed November 11, 2025).

37 California Energy Commission (CEC). n.d.-c. *Gas Consumption by County*. Website: http://www.ecdms.energy.ca.gov/gasbycounty.aspx (accessed November 11, 2025).

4.19.6.6 Telecommunication Facilities

Telephone, television, and internet services are offered by a variety of providers in the City. Any future development facilitated by the proposed project would be responsible for constructing adequate tele-communication facility extensions on their respective project sites. The construction and expansion of these facilities would occur on site during the site preparation and earthwork phase and are not expected to impact any telephone, cable, or internet services offsite that serve the surrounding areas. Additionally, telecommunication facilities are generally installed concurrently with utility expansions and impacts associated with the expansion of telecommunications facilities are already considered in the air quality, noise, and construction traffic analysis. In addition, as previously discussed, the proposed project would be required to prepare and implement a TCP during construction activities, which would ensure that if the installation of utility connections and improvements would require temporary road or lane closures, there would be no significant transportation impact during construction. Therefore, the project impacts associated with the relocation or construction of new or expanded telecommunication facilities and impacts would be less than significant. No mitigation is required.

Threshold 4.19.2: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

***Less Than Significant Impact*.** As discussed above, although the proposed project would not directly result in physical development, the proposed project could result in the development of up to 1,791 residential units and 440,000 square feet of non-residential development within the Buildout Area, which could add approximately 5,516 residents to the City's population.[38]

According to the 2020 UWMP, GSWC's available water supply would meet the future projected demand for normal year demands from 2025 through 2045. GSWC's Los Alamitos West Orange Service Area has a diverse water supply portfolio that allows GSWC to conjunctively use surface and groundwater assets. Water supply reliability is a result of the projected reliability of MWDOC, a member agency of MWD, which expects to provide reliable imported water supplies, OCWD management of the Orange County Groundwater Basin to ensure reliability, and conservation derived supply. Groundwater imported water from MWDOC, and the small amount of recycled water delivered within the service area by the City of Cerritos and the City of Seal Beach are all resilient during dry conditions and GSWC Los Alamitos West Orange Service Area is therefore not faced with shortages during normal or dry years.

As discussed above and according to the WSA (**Appendix N**) prepared for the proposed project, the historical water use at the Buildout Area over the past several years (for two meters providing service to the LARC) has averaged approximately 73 afy, and future development facilitated by the proposed project would result in an additional approximately 620 afy of total water use. This accounts for approximately 3.8 percent of the estimated water demand and 2.6 percent of the total available water supplies in the service area for 2045. This represents a minimal increase in water demand within the GSWC Los Alamitos West Orange Service Area. In addition, according to the

[38] 1,791 households x 3.08 persons per household = 5,516 persons

CalEEMod estimates, future development facilitated by the proposed project would result in approximately 185,501,462 gpy (570 afy) of total water use, including approximately 99,912,926 gpy (307 afy) of indoor water use and approximately 85,588,536 gpy (263 afy) of outdoor water use, which accounts for approximately 3.6 percent of the estimated water demand and 2.4 percent of the total available water supplies in the service area for 2045. Further, as discussed above, the WSA prepared for the proposed project indicated that sufficient water supplies exist to meet the existing and future water demands within the GSWC Los Alamitos West Orange Service Area, including the proposed project. Therefore, the proposed project would not result in insufficient water supplies during normal, dry, and multiple dry years, and adequate water supply would be available to accommodate the future development in the Buildout Area facilitated by the proposed project. The proposed project would increase demand for water supplies; however, the GSWC would have sufficient water supplies to serve the proposed project. Therefore, the proposed project would result in less than significant impacts related to water supplies. No mitigation is required.

Threshold 4.11.3: Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

***Less Than Significant Impact*.** As discussed above, sewage from the City is diverted to either Reclamation Plant No. 1 in Fountain Valley or Treatment Plant No. 2 in Huntington Beach. Reclamation Plant No. 1 has a primary treatment capacity of 208 million gallons per day (mgd),[39] and is running under capacity at approximately 120 mgd.[40] Treatment Plant No. 2 has a primary treatment capacity of 168[41] mgd and currently receives 59 mgd.[42]

Construction. During construction, wastewater would be generated by construction workers, and sanitary services would be provided by portable toilet facilities, which would transport waste off-site for treatment and disposal at either Reclamation Plant No. 1 in Fountain Valley or Treatment Plant No. 2 in Huntington Beach. As construction activities would be temporary, the wastewater treatment provider is anticipated to have adequate capacity to serve the projected wastewater demand in addition to the provider's existing commitments. Impacts would be less than significant, and no mitigation is required.

Operation. As discussed above, the future residential and non-residential development facilitated by the proposed project is anticipated to generate approximately 276 acre-feet of wastewater annually, or approximately 246,398 gallons of wastewater per day.[43] This accounts for

[39] Orange County Sanitation District (OC San). 2019. *Budget Update Fiscal Year 2019-2020*. Website: https://www.ocsan.gov/wp-content/uploads/2024/06/Adopted-Budget-Update-FY-2019.pdf (accessed May 23, 2025).

[40] Ibid.

[41] Ibid.

[42] Orange County Sanitation District (OC San). n.d.-b. *Facts and Key Statistics*. Website: https://www.ocsd.com/services/regional-sewer-service (accessed May 23, 2025).

[43] In the absence of an official wastewater generate rate, wastewater can be reasonably assumed to be 90 percent of the indoor water use.

approximately 0.1 percent of OC San's daily capacity, the current capacity of Reclamation Plant No. 1, and the current capacity of Reclamation Plant No. 2. In addition, as provided in the Sewer Capacity Study, OC San has provided a Will Serve letter stating that OC San facilities can accommodate the full development of the Buildout Area under the proposed project. Additionally, through its Capital Improvement Program, the OC San strives to continue maintaining its facilities at optimal levels by planning, designing, and preparing for future demand by developing Facilities and Biosolids Master Plans that address 20-year planning horizons.[44] Through these long-range planning activities, the OC San would be able to accommodate the growth in demand for wastewater treatment generated by the proposed project and other projects in its service area. Therefore, the proposed project would not result in a significant contribution to demands on the treatment capacity of Reclamation Plant No. 1 or Treatment Plant No. 2. Additionally, fees required by the OC San would sufficiently offset potential impacts generated by the proposed project. Furthermore, some of the 1,791 housing units that would be facilitated under the proposed project would replace existing urban uses that currently generate wastewater.

Therefore, the proposed project would result in less than significant impacts related to the wastewater treatment capacity and no mitigation is required.

Threshold 4.11.4: Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. As previously discussed, the City currently contracts with Valley Vista Services of Orange County, a private solid waste hauler, to collect and dispose of the solid waste/refuse generated in the City. Solid waste/refuse collected in the City by Valley Vista is transported to one of the Class III landfills operated and maintained by OCWR. Class III landfills only accept non-hazardous municipal solid waste for disposal; no hazardous or liquid waste is accepted. County residents are able to dispose of their household hazardous waste items at any of OCWR's four household hazardous waste collection centers. Currently, OCWR maintains and operates three Class III sanitary landfills: Frank R. Bowerman Landfill, Prima Deshecha Landfill, and Olinda Alpha Landfill.

Construction. The demolition of the existing structures within the Buildout Area and the future construction of the proposed project would generate typical construction debris, including wood, paper, glass, metals, cardboard, and green wastes. Construction of the proposed project would be required to comply with the City's Construction and Demolition Ordinance, as detailed in **Regulatory Compliance Measure UTIL-1**, which requires that the applicants for future development submit a Materials Questionnaire should the contractor haul away their own demolition waste. As stipulated by City Ordinance No. 1166 and the California Green Building Standards Code, the proposed project would be required to divert a minimum of 65 percent of construction and demolition debris in order to obtain building permits.[45] Additionally, Valley Vista Services certifies 75 percent diversion for all

[44] In the absence of an official wastewater generation rate, wastewater can be reasonably assumed to be 90 percent of the indoor water use.

[45] City of Cypress. 2021. C&D Recycling Requirement. Website: C&D Recycling Requirement, City of Cypress (cypressca.org) (accessed June 3, 2025).

construction and demolition material, which would contribute to an increased waste diversion rate within the City.[46] Therefore, adherence to **Regulatory Compliance Measure UTIL-1,** City Ordinance No. 1166, and the California Green Building Standards Code would ensure that construction impacts related to solid waste generation from any future projects developed in accordance with the proposed project would remain less than significant. No mitigation is required.

Operation. Solid waste from future development allowed under the proposed project would be required to comply with State and local solid waste reduction, diversion, and recycling policies and regulations. According to CalEEMod calculations, the future development facilitated by the proposed project would generate approximately 1,811 tons of solid waste per year. Currently, OCWR maintains and operates three Class III sanitary landfills including the Frank R. Bowerman Landfill, Olinda Alpha Landfill, and Prima Deshecha Landfill.

The Frank R. Bowerman Landfill is currently permitted by the California Department of Resources, Recycling, and Recovery (CalRecycle) to receive a maximum of 11,500 tons per day (tpd) of waste, with a current annual average of 8,500 tpd. The Olinda Alpha Landfill is currently permitted by CalRecycle to receive a maximum of 8,000 tpd of waste but currently receives an average of approximately 7,000 tpd. The Prima Deshecha Landfill is currently permitted by CalRecycle to receive 4,000 tpd. The additional solid waste generation of 1,811 tons of solid waste per year, or approximately 5 tpd, facilitated by the proposed project represents 0.04 percent, 0.06 percent, and 0.1 percent of the daily permitted tonnage of the Frank R. Bowerman Landfill, Olinda Alpha Landfill, and Prima Deshecha Landfill, respectively. Consequently, anticipated solid waste generation by the proposed project is negligible (substantially less than 0.1 percent) compared to the total amount of solid waste received by the three landfills. The proposed project would not require the construction of any physical improvements related to the provision of solid waste disposal that would result in significant environmental impacts and the OCWR solid waste disposal system would have adequate capacity to serve the proposed project. Furthermore, some of the future development that would be facilitated by the proposed project would replace existing urban uses, most of which currently generate solid waste.

Threshold 4.19.5: Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Solid waste from future development facilitated by the proposed project would be required to comply with State and local solid waste reduction, diversion, and recycling policies and regulations. According to CalEEMod calculations, the future development facilitated by the proposed project would generate approximately 1,811 tons of solid waste per year. As discussed above, the additional solid waste generated by the proposed project represents 0.04 percent, 0.06 percent, and 0.1 percent of the daily permitted tonnage of the Frank R. Bowerman Landfill, Olinda Alpha Landfill, and Prima Deshecha Landfill, respectively. Consequently, anticipated solid waste generation by the proposed project is negligible (substantially less than 0.1 percent) compared to the total amount of solid waste received by the three landfills. The proposed project would not require the construction of any physical improvements related to the provision of solid waste disposal that would result in

[46] City of Cypress. 2021. C&D Recycling Requirement. Website: C&D Recycling Requirement, City of Cypress (cypressca.org) (accessed June 3, 2025).

significant environmental impacts and the OCWR solid waste disposal system would have adequate capacity to serve the proposed project. Furthermore, some of the 1,791 housing units that would be facilitated under the proposed project would replace existing urban uses, most of which currently generate solid waste.

Construction and operation of the proposed project would comply with federal, State, and local statutes and regulations related to solid waste, including AB 1327 (wood waste disposal), Chapter 18 of the California Solid Waste Reuse and Recycling Access Act of 1991 (requires adequate, permanent space for recycling and solid waste collection at new developments), AB 939 (CalRecycle), AB 75 (solid waste diversion), AB 1826 (organic waste recycling), and SB 1383 (organic waste collection services).

Therefore, impacts related to solid waste generation from any future projects developed in accordance with the proposed project would be less than significant. No mitigation is required.

4.19.7 Level of Significance Prior to Mitigation

The proposed project would result in less than significant impacts related to utilities and service systems.

4.19.8 Regulatory Compliance Measures and Mitigation Measures

4.19.8.1 Regulatory Compliance Measures

The following regulatory compliance measures pertaining to utilities and service systems are applicable to the proposed project.

Regulatory Compliance Measure UTIL-1	**Construction and Demolition Ordinance**. The construction contractor shall comply with the provisions of the City of Cypress Ordinance No. 1166 and the 2022 California Green Building Standards Code, which would reduce construction and demolition waste. Ordinance No. 1166 is codified in Article VIII, Materials Questionnaire for Certain Construction and Demolition Projects within the City of Cypress, in the Cypress Municipal Code.

4.19.8.2 Mitigation Measures

No mitigation measures are applicable to the proposed project.

4.19.9 Level of Significance after Mitigation

The proposed project would not result in any significant impacts to utilities or service systems. No mitigation is required.

4.19.10 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts refer to 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 public services. The cumulative study area for utilities and service systems is the City of Cypress. The cumulative project list is provided in **Table 4.A: Summary of Related Projects**, and a map of the cumulative project locations is provided in **Figure 4-1: Related Projects,** in Chapter 4.0, Existing Setting, of this Draft EIR.

As discussed in Section 4.14, Population and Housing, the proposed project would accommodate up to 1,791 residential units within the Buildout Area, supporting the City's efforts to meet regional housing needs outlined in the Housing Element and RHNA. The RHNA process identified that the City is in need of 3,936 units, and the proposed project could, at a maximum, accommodate 1,791 of those units. Utilizing the average number of people per household as identified by the U.S. Census Bureau (3.08), the proposed project would include population growth by an additional 5,516 people. Although the proposed project would facilitate the development of new housing in the City, the new housing would not induce substantial unplanned population growth, as the proposed project is designed to meet the City's housing need allocation for the planning period between 2021 and 2029 of 3,936 units as determined by the Southern California Association of Governments (SCAG) RHNA. As such, population growth generated by the proposed project in conjunction with related projects has already been accounted for in the City's planning efforts. Because this population increase is consistent with the population growth for the City and region, increased utility demands associated with the residential component of the proposed project is also consistent with growth in the City and region.

Any future projects implemented in accordance with the proposed project would be required to adhere to the Specific Plan, provide applicable development impact fees, and comply with applicable development regulations pertaining to water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities. Although the proposed project includes the construction of new utility infrastructure, including water, wastewater, stormwater drainage, electricity, and natural gas connections and improvements both on- and off-site (i.e., the Grace Church property), the environmental impacts associated with construction of these improvements have been discussed and analyzed throughout this Draft EIR. In addition, as discussed in Section 4.17, Transportation, the proposed project would be required to prepare and implement a TCP during construction activities, which would ensure that if the installation of utility connections and improvements would require temporary road or lane closures, there would be no significant transportation impact during construction.

Additionally, adequate water supply is available to accommodate the future development facilitated by the proposed project. Solid waste and wastewater generated by the new development facilitated by the proposed project could be accommodated with existing infrastructure and would not lead to a significant increase that would alter the capacity of the existing solid waste and wastewater infrastructure set in place. Any future projects would be required to comply with existing and future statutes and regulations, including waste diversion programs mandated by City, State, and federal law.

In addition, some of the related projects identified in **Table 4.A** have undergone environmental review pursuant to CEQA, which included an analysis of potential impacts on utilities and service systems. According to the EIRs prepared for the Shea Properties Mixed Use Development Project (Related Project 1), Melia Homes-Citrus Square Project (Related Project 2), and the Los Alamitos Medical Center Project (Related Project 7), these projects including new on-site infrastructure and connections to existing infrastructure in the surrounding area and impacts on utilities and service systems would be less than significant with implementation of the projects. Further, the EIRs determined that cumulative impacts related to utilities and service systems would be less than significant. In addition, Goodman Commerce Center and the 5665 Plaza Drive Projects (Related Project 3) were analyzed in an Initial Study/Mitigated Negative Declaration (IS/MND) in 2023 and an EIR in 2024, respectively. The Goodman Commerce Center and the 5665 Plaza Drive Projects included the construction of new on-site water and wastewater lines which would connect to existing water lines and sewer mains within Plaza Drive and new connections to the existing electricity infrastructure, and the 2023 IS/MND and 2025 EIR determined that all impacts on utilities and service systems would be less than significant. In addition, the environmental documents for these projects required adherence to measures similar to **Regulatory Compliance Measure UTIL-1.** While the construction of utility improvements associated with the proposed project and the related projects may be constructed currently, based on the distance between the Buildout Area and the related project sites, construction of the utility improvements and connections to existing infrastructure are not expected to result in cumulative environmental impacts.

The Sycamore Creek Charter School Project (Related Project 6) and 4562 Katella Avenue Project (Related Project 8) were determined to be exempt from CEQA review under Section 15332 of the *State CEQA Guidelines* (for infill development) and Notices of Exemption (NOEs) were prepared. In order for a project to be exempt under Section 15332 of the *State CEQA Guidelines*, the project site must be adequately served by all required utilities and public services. As such, development of the related projects in combination with the proposed project would not result in significant impacts on utilities and service systems. The LTP Modern Machine Project (Related Project 5) and 8561 Belmont Street Project (Related Project 4) would also be required to undergo environmental review pursuant to CEQA, which would include an analysis of potential impacts on utilities and service systems and the identification of any mitigation measures to reduce potential impacts, if necessary.

Implementation of the proposed project, in conjunction with reasonably foreseeable development in the surrounding area, may result in cumulative impacts to utility infrastructure and service capacity. However, developers of future development projects facilitated by the proposed project, as well any projects associated with the City's buildout assumptions, would be required to analyze potential impacts to utilities systems, ensure that utility providers would have adequate capacity and supply to serve the projects as well as existing conditions, and would be required to comply with existing and future statutes and regulations, including waste diversion programs mandated by City, State, and federal law. Therefore, the impacts from the proposed project would not be considered cumulatively considerable.

This page intentionally left blank

4.20 WILDFIRE

This section evaluates the potential for implementation of the Specific Plan 3.0 Buildout Project (proposed project) to result in wildfire-related impacts. This section also describes the existing setting within and near the Buildout Area and sets forth the relevant regulatory requirements that apply to the proposed project's potential impacts on wildfire. This section incorporates data from the Safety Element of the Cypress General Plan,[1] the Orange County Local Hazard Mitigation Plan,[2] and a review of existing resources, technical data, and applicable laws, regulations, and guidelines.

4.20.1 Scoping Process

The City of Cypress (City) received six comment letters during the public review period of the Notice of Preparation (NOP). For copies of the NOP comment letters, refer to **Appendix A** of this Draft Environmental Impact Report (Draft EIR). No comment letters included comments related to wildfire.

4.20.2 Methodology

The potential wildfire-related impacts from project-related activities were evaluated qualitatively based on information provided in documents and maps obtained from the City's General Plan, the Orange County Fire Authority's (OCFA) Local Hazard Mitigation Plan, and the California Department of Forestry and Fire Protection (CAL FIRE).

4.20.3 Existing Environmental Setting

Fire environments are dynamic systems and include many types of environmental factors and site characteristics. Fires can occur in any environment where conditions are conducive to ignition and fire movement. Areas of naturally vegetated open space typically provide conditions that may be favorable to wildfire spread. The three major components of the fire environment are topography, climate, and vegetation (fuels). The state of each of these components and their interactions with each other determines the potential characteristics and behavior of a fire at any given moment.

A wildfire is a nonstructural fire that occurs in vegetative fuels. Wildfire generally does not include prescribed or controlled fires set by firefighters to manage fuel loads in fire-prone landscapes. Wildfire ignition sources may include lightning, improperly managed campfires, cigarettes, arson, sparks from automobiles, lawnmowers, and maintenance equipment, and other sources. It is important to note that wildland fire may transition to urban fire if structures are receptive to ignition. Structure ignition depends on a variety of factors and can be prevented through a layered system of protective features including fire-resistive landscapes adjacent to structure(s), application of known ignition-resistive materials and methods, and suitable infrastructure for firefighting purposes. Understanding the existing wildland vegetation and urban fuel conditions on and adjacent to the site is necessary to understand the potential for fire within and around the Buildout Area.

---

1 City of Cypress. 2001. *Cypress General Plan Safety Element. S*eptember.

2 County of Orange & Orange County Fire Authority. 2015. *Local Hazard Mitigation Plan*. Website: https://www.smwd.com/DocumentCenter/View/2193/APPENDIX-H_OC-HMP-Final (accessed August 2025).

CAL FIRE has classified lands within State Responsibility Areas (SRAs) into Fire Hazard Severity Zones (FHSZs). FHSZs include the following classifications: Moderate, High, and Very High. FHSZs have been developed using a model that assigns a hazard score based on the factors that influence fire likelihood and fire behavior including fire history, existing and potential fuel (natural vegetation), predicted flame length, blowing embers, terrain, and typical fire weather for the area. As part of this mapping system, lands where CAL FIRE is responsible for wildland fire protection are generally located in unincorporated areas and are classified as SRAs. Where local fire protection agencies (e.g., OCFA) are responsible for wildfire protection, the lands are classified as Local Responsibility Areas (LRAs). CAL FIRE currently identifies the Buildout Area as an LRA.[3]

In addition, according to CAL FIRE, the Buildout Area is not in a Very High Fire Hazard Severity Zone (VHFHSZ). The nearest VHFHSZs are located approximately 6.8 miles northeast of the Buildout Area in the West Coyote Hills area of Fullerton (northern Orange County).

The following sections discuss the characteristics of the Buildout Area, as well as the site characteristics, local climate, and fire history within and immediately surrounding the site. The intent of evaluating conditions at this macro-scale is to provide a better understanding of the regional fire environment, which is not constrained by property boundary delineations.

4.20.3.1 Climate and Topography

The City is located on relatively flat terrain in northwestern Orange County with City elevations ranging from 20 to 75 feet above mean sea level. According to the *Environmental Impact Report, Soils and Geology Issues, Proposed Mixed-Use Development, 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California* (Geotechnical Investigation) in **Appendix F,** prepared by Geotechnologies, Inc. in 2024,[4] the Buildout Area is relatively flat with no pronounced elevation changes.[5]

The City is situated within an area typified by a Mediterranean climate, which is characterized by mild winters and dry, warm summers with an average July maximum temperature of 79 degrees Fahrenheit and an average January maximum daily temperature of 64 degrees Fahrenheit. The record high and low temperatures have been 108 and 28 degrees Fahrenheit, respectively.[6]

Fires are most common during the summer and fall, before the rainy period, especially during dry Santa Ana wind events. The City and Buildout Area are subject to periodic high winds including Santa Ana winds. Although Santa Ana wind events can occur at any time of the year, they generally occur during the autumn months, although the last few years have resulted in spring and summer events as well. Santa Ana winds may gust up to 75 miles per hour (mph) or higher. This phenomenon

[3] California Department of Forestry and Fire Protection (CAL FIRE). 2025a. Fire Hazard Severity Zones. March 24. Website: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones (accessed August 2025).

[4] Geotechnologies, Inc. 2024. *Environmental Impact Report, Soils and Geology Issues, Proposed Mixed-Use Development, 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California.* May 2. (**Appendix F**)

[5] Ibid.

[6] City of Cypress. 2001. *Cypress General Plan.* September. Website: https://www.cypressca.org/home/showpublisheddocument/11369/638061699910600000 (February 6, 2025).

markedly increases the wildfire danger and intensity by drying out and preheating vegetation (fuel moisture of less than 5 percent for 1-hour fuels is possible) as well as accelerating oxygen supply, and thereby making possible the burning of fuels that otherwise might not burn under cooler, moister conditions.

4.20.3.2 Fuels Vegetation

The Buildout Area and surrounding areas are primarily developed and disturbed with some landscaped areas that support non-native/ornamental plant species.

4.20.3.3 Fire History

Fire history is an important component in analyzing wildfire susceptibility. Fire history data provide valuable information regarding fire spread, fire frequency, most vulnerable areas, and significant ignition sources, among others. In turn, this understanding of why fires occur in an area and how they typically spread can then be used for pre-planning and designing defensible communities.

Fire history within the Buildout Area and surrounding area was determined by referencing the Fire and Resources Assessment Program (FRAP) database. The FRAP summarizes fire perimeter data dating to the late 1800s; the FRAP maps used for this analysis focus on 1950–2023. These data provide a summary of recorded fires and can be used to show whether large fires have occurred in the Buildout Area, which is one indication of the likelihood of fires occurring at the Buildout Area in the future. These data suggest that the City has not experienced wildfires from 1970 to 2020. Further, according to CAL FIRE, no wildfire incidents were recorded within the City between 2020 and 2025.[7] Additionally, there have been no recorded fires that have burned onto any portion of the Buildout Area. As such, the FRAP map indicates that the Buildout Area is not within an area historically prone to wildland fires.[8]

4.20.4 Regulatory Setting

Federal, State, and local regulations and programs related to wildfire that are applicable to the proposed project are described below.

4.20.4.1 Federal Regulations

National Fire Protection Association (NFPA) Code 1710. Code 1710 of the NFPA provides the minimum requirements for the organization and deployment of fire suppression operations, emergency medical operations, and special operations to the public by career fire departments.

National Incident Management System (NIMS). The NIMS provides a systematic, proactive approach to guide government agencies, nongovernmental organizations, and the private sector to work together to prevent, report, recover from, and mitigate the effects of fire incidents, regardless

[7] California Department of Forestry and Fire Protection (CAL FIRE). 2025b. Incidents. Website: https://www.fire.ca.gov/incidents (accessed August 2025).

[8] California Department of Forestry and Fire Protection (CAL FIRE). 2022. *Fire and Resource Assessment Program. California Fire Perimeters 2022.* Website: https://www.fire.ca.gov/what-we-do/fire-resource-assessment-program/fire-perimeters (accessed February 6, 2025).

of cause, size, location, or complexity, to reduce the loss of life and property harm to the environment. The City participates in NIMS, which improves its ability to prepare for and respond to potential incidents and hazard scenarios.

4.20.4.2 State Regulations

CAL FIRE and Resources Assessment Program. CAL FIRE publishes maps that predict the threat of fire for each county within the State. LRAs, SRAs, and Federal Responsibility Areas (FRAs) are classified as either VHFHSZ or non-VHFHSZ based on factors including fuel availability, topography, fire history, and climate. The 2024 Strategic Fire Plan for California was generated by CAL FIRE to provide guidelines and objectives to account for associated fire impacts.

California Fire Code (CFC). The CFC includes regulations for emergency planning, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations, distribution, and spacing. Several fire safety requirements include installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas.

California Strategic Fire Plan. This statewide plan is a strategic document that guides fire policy for much of California. The plan is aimed at reducing wildfire risk through pre-fire mitigation efforts tailored to local areas through assessments of fuels, hazards, and risks.

California State Hazard Mitigation Plan (SHMP). The purpose of the SHMP is to significantly reduce deaths, injuries, and other losses attributed to natural and human-caused hazards in California. The SHMP provides guidance for hazard mitigation activities emphasizing partnerships among local, State, and federal agencies as well as the private sector.

California Government Code. California Government Code Section 51175 defines VHFHSZs and designates lands considered by the State to be a very high fire hazard. California Government Code Section 51189 directs the Office of the State Fire Marshal to create building standards for wildland fire resistance. The Government Code includes measures that increase the likelihood of a structure withstanding intrusion by fire (e.g., building design and construction requirements that use fire-resistant building materials) and provides protection of structure projections (e.g., porches, decks, balconies, and eaves) and structure openings (e.g., attics, eave vents, and windows).

California Public Resources Code (PRC). The State's Fire Safe Regulations are set forth in PRC Section 4290, which include the establishment of SRAs. PRC Section 4291 sets forth defensible space requirements, which are applicable to anyone that "… owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining a mountainous area, forest-covered lands, brush covered lands, grass-covered lands, or land that is covered with flammable material" (PRC §4291(a)).

Assembly Bill 337. Per Assembly Bill (AB) 337, local fire prevention authorities and CAL FIRE are required to identify VHFHSZs in LRAs. Standards related to brush clearance and the use of fire-resistant materials in FHSZs are also established.

California Code of Regulations (CCR), Title 8 (Industrial Relations). In accordance with CCR Title 8 Sections 1270 and 6773 (Fire Prevention, and Fire Protection and Fire Equipment), the California Occupational Safety and Health Administration (Cal/OSHA) establishes fire suppression service standards. The standards range from fire hose size requirements to the design of emergency access roads.

California Code of Regulations, Title 14 (Natural Resources). Division 1.5 (Department of Forestry and Fire Protection), Title 14 of the CCR establishes a variety of wildfire preparedness, prevention, and response regulations.

California Code of Regulations, Title 19 (Public Safety). Title 19 of the CCR establishes a variety of emergency fire response, fire prevention, and construction and construction materials standards.

California Code of Regulations, Title 24 (California Building Standards Code). The CFC is set forth in Part 9 of the Building Standards Code. The CFC, which is pre-assembled with the International Fire Code (IFC) by the International Code Council (ICC), contains fire-safety building standards referenced in other parts of Title 24.

California Health and Safety Code Section 13000 et seq. and California Building Code (CBC). State fire regulations are set forth in §13000 et seq. of the California Health and Safety Code, which is divided into "Fires and Fire Protection" and "Buildings Used by the Public." The regulations provide for the enforcement of the CBC and mandate the abatement of fire hazards. The California Health and Safety Code establishes broadly applicable regulations, such as standards for buildings and fire protection devices, in addition to regulations for specific land uses, such as childcare facilities and high-rise structures.

California Health and Safety Code Division 12.5 (Buildings Used by the Public). Division 12.5 establishes requirements for buildings used by the public, including essential services buildings, earthquake hazard mitigation technologies, school buildings, and post-secondary buildings.

California Residential Code Section R337. Section R337 establishes minimum standards for the protection of life and property by increasing the ability of a building located in any FHSZ within an SRA or any Wildland Urban Interface (WUI) Fire Area to resist the intrusion of flame or burning embers projected by a vegetation fire and contributes to a systematic reduction in conflagration losses. This section regulates materials and construction methods for exteriors susceptible to wildfire exposure.

California Building Code (CBC), Chapter 7A. Chapter 7A applies to building materials, systems, and/or assemblies used in the exterior design and construction of new buildings located within a WUI Fire Area. This section of the CBC establishes minimum standards for features such as fire retardant-treated wood and wood shingles, surface treatment protection, ignition-resistant construction, roof coverings and gutters, vents, exterior walls and coverings, exterior porch ceilings, underfloor protection, exterior windows, skylights, and doors, decking, and accessory structures.

Executive Order N-04-19. On January 9, 2019, Governor Newsom announced Executive Order (EO) N-04-19, which requires State agencies to identify innovative and sustainable solutions to address the State's wildfire crisis, such as upgraded fire detection technology.

Executive Order N-05-19. On January 9, 2019, Governor Newsom also announced EO N-05-19, which requires CAL FIRE and other State agencies to compile policy and regulatory recommendations concerning wildfire mitigation, emphasizing environmental sustainability and public health. EO N-05-19 requires the incorporation of socioeconomic analysis when conducting risk management of wildfires and mandates that agencies identify geographic areas with populations that are more vulnerable to the impacts of wildfires.

Executive Order N-18-25. In February 2025, Governor Newsom issued EO N-18-25, which is intended to strengthen wildfire resilience in urban and suburban areas by enhancing "Zone 0" defensible space and improving hazard mapping and preparedness systems. EO N-18-25 also initiated the development of a comprehensive, statewide wildfire resilience framework through an interagency, stakeholder-led process. Specifically, EO N-18-25 directs the State Board of Forestry and Fire Protection, in consultation with the State Fire Marshal, to finalize formal regulations establishing an ember-resistant zone within 5 feet of structures and instructs the Office of the State Fire Marshal to release updated FHSZ maps for areas within an LRA, which was completed in early 2025.

4.20.4.3 Regional Regulations

OCFA Fire Master Plans for Commercial & Residential Development, Guideline B-09. Guideline B-09 of the 2023 Fire Master Plans for Commercial & Residential Development establishes general guidelines pertaining to the installation and maintenance of fire department access roadways, access walkways to and around buildings, and hydrant quantity and placement as required by the 2022 CFC and CBC, and as amended by local ordinance. The proper installation and maintenance of fire access roadways, the proper siting of hydrants, adequate water supply, and proper access to structures are essential in enabling effective emergency response and firefighting operations.

County of Orange and OCFA Local Hazard Mitigation Plan (2021). This plan identifies risks and vulnerabilities, establishes hazard mitigation strategies, describes emergency organization, task assignments, and general procedures, and provides for coordination of response in the event of an emergency. This plan does not identify specific emergency response or evacuation routes.

4.20.4.4 Local Regulations

City of Cypress Municipal Code. Building and construction in the City are subject to the regulations of the City of Cypress Municipal Code. California Code of Regulations (CCR), Title 24, Part 2, the California Building Code (CBC) (2022), provides minimum standards for building design in the State. Local codes are permitted to be more restrictive than Title 24, but not less restrictive. The procedures and limitations for the design of structures are based on site characteristics, occupancy type, configuration, structural system height, and fire hazard severity. New buildings located in any FHSZ, or any WUI Fire Area designated by the enforcing agency constructed after the application date, and additions to and remodel of buildings constructed before 2012 located in areas currently designated as such, are required to comply with the provisions of this chapter. The provisions also

apply to additions, remodels, and accessory structures located within 100 feet of a fuel modification zone, vegetation management area, or similar area containing hazardous combustible vegetation, regardless of whether the property is currently located in a designated FHSZ or WUI Fire Area, when materials and/or construction methods for exterior wildfire exposure were previously required at the property by the Building or Fire Code Official. In addition, the proposed project would adhere to the regulatory standards described in the City's Building Code, which adopt the CBC with amendments and modifications.

City of Cypress General Plan Safety Element. The Safety Element of the Cypress General Plan identifies the following goals, policies, and actions related to wildfire and fire protection services:

> **Goal SAF-5 Fire Protection:** 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.
>
> > **Policy SAF-5.2:** Evaluate the effects of new development on the Orange County Fire Authority's response time. Ensure through the development review process that new development will not result in reduced emergency service levels.
> >
> > **Policy SAF-5.6:** Provide adequate fire equipment access to structures within the community.
> >
> > **Policy SAF-5.7:** Maintain an ongoing fire inspection program to reduce fire hazards associated with older buildings, critical facilities, public assembly facilities, and industrial and commercial buildings.
> >
> > **Policy SAF-5.8:** Promote the utilization of fire-safe building materials and enforce the City's fire sprinkler ordinance.

Cypress Town Center and Commons Specific Plan 3.0. The Cypress Town Center and Commons Specific Plan 3.0 does not include goals or policies related to wildfire and fire protection services.

4.20.5 Thresholds of Significance

The thresholds of significance for wildfire impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant impact with respect to wildfires if it were located in or near state responsibility areas or lands classified as a very high fire hazard severity zone and would:

Threshold 4.20.1: Substantially impair an adopted emergency response plan or emergency evacuation plan;

Threshold 4.20.2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;

Threshold 4.20.3: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that

may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or

Threshold 4.20.4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

4.20.6 Project Impacts

Potential impacts of the proposed project related to wildfire are discussed below pursuant to the thresholds established in Section 4.20.5, above. The thresholds of significance in Appendix G of the *State CEQA Guidelines* focus on wildfire impacts from projects located in or near SRAs or lands classified as VHFHSZs. According to the CAL FIRE VHFHSZ Maps for the Orange County region, the entire City is designated as a non-VHFHSZ, and the City does not include an SRA. The nearest VHFHSZ to the Buildout Area is approximately 6.8 miles northeast in Coyote Hills on the western side of Fullerton. The nearest SRA is in Puente Hills, approximately 12 miles northeast of the Buildout Area. As such, the proposed project is not located in or near any SRAs or lands classified as VHFHSZs. Therefore, there would be no impact related to wildfires from implementation of the proposed project. The following analysis is for informational purposes only regarding the additional topics raised in the four specific thresholds of significance in Appendix G of the *State CEQA Guidelines*.

Threshold 4.20.1: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to the CAL FIRE Very High Fire Hazard Severity Zone, VHFHSZ Maps for the Orange County region, the entire City is designated as a non-VHFHSZ, and the City does not include an SRA. The nearest VHFHSZ to the Buildout Area is approximately 6.8 miles northeast in Coyote Hills on the western side of Fullerton. The nearest SRA is in Puente Hills, approximately 12 miles northeast of the Buildout Area. As such, the proposed project would not be a project located in or near an SRA or VHFHSZ and substantially impair an adopted emergency response plan or emergency evacuation plan. Accordingly, the proposed project would have no impacts related to this threshold. Regardless, the following analysis is provided for informational purposes.

The City's emergency evacuation routes are shown on Exhibit SAF-5 in the Safety Element of the City's General Plan. All emergency evacuation activities are coordinated by the City's Police Chief. In the unlikely event of a large-scale emergency evacuation, the Police Chief would issue evacuation orders based on information gathered from emergency experts. Evacuation operations would be conducted by law enforcement agencies, highway/road/street departments, and public and private transportation providers.[9] The Buildout Area is bounded by Katella Avenue to the south and located

[9] City of Cypress. 2001. *Cypress General Plan Environmental Impact Report.* Geology and Seismic Hazards, Page 4.6-7.

near Valley View Street to the east, both of which are identified as emergency evacuation routes by the City.[10]

Construction. The proposed project does not include any emergency facilities, nor would it serve as an emergency evacuation route. The proposed project assumes the extension of Moody Street from Cerritos Avenue to Katella Avenue, as well as the extension of Vessels Circle from its current western terminus to intersect with the Moody Street extension, consistent with the Specific Plan. The proposed project also includes, consistent with the Specific Plan, the widening of Lexington Drive within Lot B in Vesting Tentative Tract Map (VTTM) 19247. The proposed project would also include connections to existing utility infrastructure in the surrounding area, which would occur within public roadways. Construction of these roadway and utility improvements may require road closures or detours in the immediate vicinity of the Buildout Area. However, during future construction activities the contractor would be required to implement a construction worksite traffic control plan that complies with applicable engineering standards outlined in the California Manual of Uniform Traffic Control Devices,[11] ensuring that construction activities, which may temporarily restrict vehicular traffic, would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Overall, all large construction vehicles entering and exiting the site would be guided by the use of personnel using signs and flags to direct traffic. Therefore, construction activities would not impact vehicle flow.

Because the proposed project would not include the construction of any emergency facilities, the Buildout Area does not serve as an emergency evacuation route, and construction activities would not impact the use of roadways near the Buildout Area, the proposed project would not physically impair or interfere with emergency response or evacuation in the project vicinity. Therefore, construction of the proposed project would have a less than significant impact associated with the substantial impairment of an adopted emergency response plan or emergency evacuation plan, and no mitigation is required.

Operation. The Buildout Area is not within the vicinity of a VHFHSZ or an SRA, as defined by CAL FIRE. The development scenario evaluated in this Draft EIR includes the maximum potential buildout of 1,791 residential units and 440,000 square feet of non-residential uses within the Buildout Area, as allowed under the existing Specific Plan.

The proposed project includes the completion of several key roadways within the Buildout Area, including the extension of Moody Street from Cerritos Avenue to Katella Avenue and an extension of Vessels Circle. Emergency access to and from the Buildout Area would be provided via these streets as well as other streets surrounding the Buildout Area, including Enterprise Way, Cerritos Avenue, Katella Avenue, and Lexington Drive. Additionally, all proposed structures and internal circulation paths within the Buildout Area would be developed in accordance with the City and OCFA

[10] City of Cypress. 2001. *Cypress General Plan Safety Element.* Emergency Evacuation Routes Map (Exhibit SAF-5), October 2, 2001.

[11] California Department of Transportation (Caltrans). 2014. *California Manual of Uniform Traffic Control Devices,* Federal Highway Administration's MUTCD 2009 Edition, including Revision 1, 2, & 3 as amended for use in California, 14th Editions, Revision 9.

emergency access standards. The proposed project would also be required to comply with all applicable codes and ordinances for emergency vehicle access, which would ensure that emergency vehicles have adequate access to, from, and within the Buildout Area.

The proposed project does not include any modifications to Katella Avenue or Valley View Street and would not introduce any new driveways or other vehicular access points to either street.

Because the Buildout Area is not located in a VHFHSZ or in or near an SRA, does not serve as an emergency evacuation route, and would not impair the evacuation of surrounding areas in the event of an emergency, operation of the proposed project would have a less than significant impact associated with impairment of an adopted emergency response plan or emergency evacuation plan, and no mitigation is required.

Threshold 4.20.2: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. As stated previously, the Buildout Area is not located in a VHFHSZ or in an SRA. The nearest VHFHSZ is 6.8 miles northeast of the Buildout Area. The Buildout Area is located in a developed portion of the City. As such, since the proposed project is not located in or near an SRA or VHFHSZ, it would not exacerbate wildfire risks due to slope, prevailing winds, and other factors, and thereby would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Accordingly, the proposed project would have no impacts related to this threshold. Regardless, the following analysis is provided for informational purposes.

Topography influences the movement of air, thereby directing a fire course. For example, if the percentage of uphill slope doubles, the rate of spread in a wildland fire will likely double.[12] Wind events magnify the risks of wildfire and have the potential to expose inhabitants of the City to elevated pollutant concentrations.

The development scenario evaluated in this Draft EIR assumes the existing land uses within the Buildout Area would be replaced with new development allowed under the Specific Plan. Neither the Buildout Area nor the immediate project vicinity is prone to wildfires. The Buildout Area is relatively flat with no steep slopes, and there are no significant slopes within the vicinity of the Buildout Area.[13] Therefore, there is an extremely low likelihood that wildfires would spread to the Buildout Area.

[12] County of Orange & Orange County Fire Authority. 2015. *Local Hazard Mitigation Plan.* Website: https://www.smwd.com/DocumentCenter/View/2193/APPENDIX-H_OC-HMP-Final (accessed February 6, 2025).

[13] Geotechnologies, Inc. 2024. *Environmental Impact Report, Soils and Geology Issues. Proposed Mixed-Use Development. 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California.* May. (**Appendix F**)

Future development within the Buildout Area would also adhere to applicable building and fire codes, which would further reduce the risk of wildfire. As the Buildout Area is not located within the vicinity of a VHFHSZ or in an SRA, the uncontrolled spread of wildfire in the vicinity of the Buildout Area is unlikely due to existing development, and impacts from downwind pollutant concentrations from a wildfire to occupants as a result of the proposed project would be negligible. Therefore, due to slope, prevailing winds, location, and other factors, the proposed project would not exacerbate wildfire risks. Impacts would be less than significant, and no mitigation is required**.**

Threshold 4.20.3: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. As described above, the Buildout Area is not located in a VHFHSZ or in an SRA. As such, the proposed project would not exacerbate fire risk through the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities), which may result in temporary or ongoing impacts to the environment. Accordingly, the proposed project would have no impacts related to this threshold. Regardless, the following analysis is provided for informational purposes.

In the absence of any significant potential for on-site or adjacent wildfire hazards, future development within the Buildout Area would not need to incorporate fire protection infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other non-existing utilities) that may themselves exacerbate fire risk.

The proposed project includes the construction of roads, water resources, power lines, and other utilities. The proposed project would include the extension of Moody Street from Cerritos Avenue to Katella Avenue, and the extension of Vessels Circle from its current western terminus to intersect with the Moody Street extension, consistent with the Specific Plan. The proposed project also includes, consistent with the Specific Plan, the widening of Lexington Drive within Lot B in VTTM 19247. Future development within the Buildout Area would also include various utility and infrastructure improvements identified in the Specific Plan and described in Chapter 3.0, Project Description. These improvements include the installation of new sewer connections and the installation of an additional drainage outfall.

Specifically, wastewater improvements for the proposed project would include the installation of a new 8-inch line on Lot 2, which would connect to the existing 30-inch sewer trunk line owned and maintained by the Orange County Sanitation District (OC San) within Lexington Drive, a new 8-inch sewer line that would gradually increase to 15 inches at the existing main line connection on Lots 3 to 7 and Lots 10 to 14, running north to south along the proposed extension of Moody Street, and an additional sewer connection that would connect to the existing 18-inch and 21-inch sewer main lines owned and maintained by the City in Katella Avenue. In addition to these improvements, it is also anticipated that the existing 18-inch and 21-inch sewer main lines within Katella Avenue would need to be upsized to a 24-inch main line.

Additionally, in order to accommodate the existing drainage patterns of the Buildout Area, the proposed project would include an additional outfall that would be installed at the existing Vessels Circle storm drain, and the installation of a tributary line to the Walker Street storm drain. Electricity would be provided by existing utility lines, and no natural gas would be utilized.

Although the proposed project would include extensions of Moody Street and Vessels Circle, as described in the Specific Plan, the proposed project would not include any changes to public or private roadways that would exacerbate fire risk or that would result in impacts to the environment. Utilities, including water facilities, sewer facilities, storm drain lines, and power lines would be modified and/or extended throughout the Buildout Area; however, these improvements would be underground and would not exacerbate fire risk. All utility lines, pipes, utility junction boxes, and transformers would be located underground. The design and implementation of utility improvements would be reviewed and approved by the City's Public Works Department to ensure that it would be sized to accommodate future development allowed under the approved Specific Plan and comply with all applicable fire codes, design standards, and regulations.

Because the installation of all project-related utility improvements would be implemented in an urbanized setting in accordance with the current California Building Code, California Fire Code, and applicable local ordinances, impacts related to the installation or maintenance of infrastructure that may exacerbate fire risk or result in temporary or ongoing impacts to the environment would be less than significant, and no mitigation is required.

Threshold 4.20.4: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As described above, the Buildout Area is not located in a VHFHSZ or in an SRA. As such, the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Accordingly, the proposed project would have no impacts related to this threshold. Regardless, the following analysis is provided for informational purposes.

Landslides. Landslides, including mudflows, debris flows, and soil slips, occur as soil moves downslope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking but can also occur as a result of erosion and downslope runoff caused by rain following a fire. According to the Geotechnical Investigation completed for the proposed project,[14] the probability of seismically induced landslides occurring on the Buildout Area is considered to be negligible due to the level topography observed across and adjacent to the Buildout Area. Additionally, the Buildout Area does not lie within a designated Landslide Hazard Zone. Further, as stated previously, the Buildout Area is not located in a VHFHSZ, or in or near an SRA. In the extremely unlikely event that a wildfire should spread to the Buildout Area, it would not expose any on-site slopes to erosion and potential failure because the Buildout Area does not contain any steep

[14] Geotechnologies, Inc. 2024. *Environmental Impact Report, Soils and Geology Issues Proposed Mixed-Use Development 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California.* May. (**Appendix F**)

slopes that are prone to landslides. The proposed project would not expose people or structures to significant risks, including downslope landslides, as a result of runoff, post-fire slope instability, or drainage changes. There would be no impact to project occupants or nearby residents or workers related to post-wildfire landslide risks, and no mitigation is required.

Flooding. According to the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Map (FIRM) No. 06059C0116J (December 3, 2009), the Buildout Area is located within Zone X, which comprises areas of 0.2 percent annual chance flood (500-year flood). This means that there is a very low likelihood of flooding within the Buildout Area.[15] According to the City's General Plan Safety Element,[16] the Buildout Area is located within the inundation zone of the Prado Dam and the Carbon Canyon Dam. There are no large open bodies of water in the vicinity of the Buildout Area, and the project is therefore not located within an inundation zone of a seiche. The Buildout Area is located approximately 6 miles northeast of the Pacific Ocean and is not located within the tsunami inundation zone. The levee inundation zone of Coyote Creek/Carbon Creek is located to the west of the Buildout Area; however, the Buildout Area is not located within this inundation area.[17]

Therefore, downslope or downstream flooding as a result of runoff, post-fire slope instability, or drainage changes would not expose people or structures to significant risks. Impacts to people or structures related to post-wildfire flooding risks would be less than significant, and no mitigation is required.

4.20.7 Level of Significance Prior to Mitigation

The proposed project would result in no impacts related to wildfire.

4.20.8 Regulatory Compliance Measures and Mitigation Measures

No regulatory compliance measures are applicable to the proposed project relating to wildfire, and no mitigation measures are required.

4.20.9 Level of Significance after Mitigation

The proposed project would result in no impacts related to wildfire.

4.20.10 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 wildfire. The cumulative study area for wildfire is the City of Cypress as described in Chapter 4.0, Existing Setting. The cumulative project

---

15 Federal Emergency Management Agency (FEMA). 2009. FEMA's National Flood Hazard Layer (NFHL) Viewer. December. Website: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd (accessed February 6, 2025).

16 City of Cypress. 2001. *Cypress General Plan Safety Element,* Exhibit SAF-2 "Dam Inundation Areas". September 10.

17 California Department of Water Resources (DWR). 2025. *Flood Risk Map Web Viewer.* Website: https://gis.lfpz.water.ca.gov/lfpz/ (accessed February 6, 2025).

list is provided in Chapter 4.0, **Table 4.A: Summary of Related Projects**, and a map of the cumulative project locations is provided in Chapter 4.0, **Figure 4-1: Related Projects**.

As detailed in this section, the proposed project would result in less than significant impacts related to wildfire. As stated previously, the Buildout Area is not located in a VHFHSZ or in an SRA. The nearest VHFHSZ is 6.8 miles northeast of the Buildout Area. The Buildout Area is located in a developed portion of the City.

Additionally, all discretionary private development and public works projects within the cumulative study area would be required to comply with CEQA. In this way, potential impacts related to wildfire would be evaluated and mitigated by each individual project. Some of the related projects identified in **Table 4.A** have undergone environmental review pursuant to CEQA, which included an analysis of potential impacts relating to wildfire. The EIRs prepared for the Shea Properties Mixed Use Development Project (Related Project 1), Melia Homes -Citrus Square Project (Related Project 2), and the Los Alamitos Medical Center Project (Related Project 7) concluded that no impacts relating to wildfire would occur with implementation of the projects. Further, the EIRs determined that cumulative impacts related to wildfire would be less than significant. In addition, Goodman Commerce Center Project (Related Project 3) was analyzed in an Initial Study/Mitigated Negative Declaration (IS/MND), which also determined that no impacts relating to wildfire would occur. The Sycamore Creek Charter School Project (Related Project 6) and 4562 Katella Avenue Project (Related Project 8) were determined to be exempt from CEQA review under Section 15332 of the *State CEQA Guidelines* (for infill development) and Notices of Exemptions (NOEs) were prepared. In order for a project to be exempt under Section 15332 of the *State CEQA Guidelines*, the project must not result in any significant effects due to unusual circumstances, which includes being located within a fire hazard zone. As such, development of the related projects in combination with the proposed project would not result in significant impacts relating to wildfire. The LTP Modern Machine Project (Related Project 5) and 8561 Belmont Street Project (Related Project 4) would also be required to undergo environmental review pursuant to CEQA, which would include an analysis of potential impacts relating to wildfire and the identification of any mitigation measures to reduce potential impacts, if necessary.

Additionally, all discretionary private development and public works projects within the cumulative study area would be required to adhere to City, County, State, and federal regulations designed to reduce and/or avoid impacts related to wildfire including flooding hazards and landslides after a wildfire event. Since all projects within the cumulative study area would be required to implement appropriate mitigation measures and adhere to applicable regulations, implementation of the proposed project, when evaluated in combination with the development of projects listed in **Table 4.A**, would not contribute to a cumulatively considerable impact related to wildfire. Therefore, there would be no cumulatively significant impact related to wildfire, and no mitigation is required.

5.0 ALTERNATIVES

5.1 INTRODUCTION

The *State CEQA Guidelines* require that an Environmental Impact Report (EIR) include a discussion of reasonable project alternatives that would "feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant impacts of the project, and evaluate the comparative merits of the alternatives" (*State CEQA Guidelines*, Section 15126.6). This chapter identifies potential alternatives to the Specific Plan 3.0 Buildout Project (proposed project), evaluates the potential impacts of each alternative, and compares the potential impacts of each alternative against the proposed project's impacts, as required by CEQA.

Section 15126.6 of the *State CEQA Guidelines* sets forth the intent and requirements for the alternatives analysis in an EIR, including the following provisions:

- The discussion of alternatives shall focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly (15126.6[b]).The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (1) failure to meet most of the basic project objectives, (2) infeasibility, or (3) inability to avoid significant environmental impacts (15126.6[c]).

- The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project (15126.6[d]).

- The specific alternative of 'no project' shall also be evaluated along with its impact (15126.6[e][1]). The 'no project' analysis shall discuss the existing conditions at the time the Notice of Preparation is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (15126.6[e][2]).

- The range of alternatives required in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of

feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent) (15126.6[f]).

- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (15126.6[f][2][A]). If the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR. For example, in some cases there may be no feasible alternative locations for a geothermal plant or mining project which must be in close proximity to natural resources at a given location (15126.6[f][2][B]).

- An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative (15126.6[f][3]).

Pursuant to the guidelines stated above, a range of alternatives to the proposed project is considered and evaluated in this Draft EIR. These alternatives were developed in the course of project planning and environmental review. The discussion in this section provides:

1. A description and analysis of impacts for each of the alternatives considered;

2. Comparative analysis of each alternative that focuses on the potentially significant unavoidable environmental impacts of the proposed project (the purpose of this analysis is to determine whether alternatives are capable of eliminating or reducing the significant environmental impacts of the project to a less than significant level); and

3. Conclusions regarding the alternative's: (1) ability to avoid or substantially lessen the significant unavoidable impacts of the project; (2) ability to attain the project objectives (as stated below); and (3) merits compared to the merits of the proposed project.

5.2 PROPOSED PROJECT

The project analyzed in this Draft EIR is the reasonably foreseeable buildout of the Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan), which City of Cypress voters approved on November 5, 2024, pursuant to "Measure S" as part of the Housing Element Implementation Project.

5.2.1 Project Characteristics

The proposed project consists of the reasonably foreseeable buildout of a portion of the area governed by Specific Plan that includes approximately 134 acres of land (Buildout Area) in the City of Cypress (City). The proposed project includes consideration of Vesting Tentative Tract Map No. 19247 (VTTM 19274). VTTM 19247 includes lots with a total land area of approximately 151.6 acres. The land subject to VTTM 19247 is greater than the Buildout Area as VTTM 19247 includes Lots 8 and 9 (17.55 acres), which are part of the existing Grace Church property, which is located outside

the area governed by the Specific Plan. The environmental analyses in this Draft EIR do not consider future development on Lots 8 and 9 of VTTM 19247.

The proposed project also does not include two other areas subject to the Specific Plan, which include (1) the seven acres of land (Melia Property) that Melia Homes previously developed as the Belmont residential project (SCH No. 2020099025), and (2) the nine acres of land the City developed as Lexington Park.

The proposed project evaluated in this Draft EIR includes 1,791 residential units and 440,000 square feet of non-residential uses that could occur within the Buildout Area, as described below.

Residential Development: As summarized in **Table 3.A: Specific Plan Land Use Plan Summary** in Chapter 3.0, Project Description, the Specific Plan allows for a maximum of 1,926 residential units, including the already-constructed units at the Melia Property. Melia Homes previously developed the Belmont residential project with 135 units on the Melia Property. Therefore, an additional 1,791 residential units (1,926 - 135 = 1,791) may be developed within the Buildout Area.

Non-Residential Development: As shown in **Table 3.A**, the Specific Plan permits a maximum of 879,170 square feet of non-residential floor area within the Buildout Area. However, it is anticipated that, based on current and reasonably foreseeable future market conditions, the buildout of the Buildout Area will include substantially less than 879,170 square feet of non-residential development. Therefore, the environmental analyses in this Draft EIR are based on the assumption that only 440,000 square feet of non-residential development will be built within the Buildout Area. This represents approximately 50 percent of the maximum amount of non-residential development permitted in the Specific Plan. If buildout exceeds 440,000 square feet of non-residential development, each future applicant for a project that would cause the overall non-residential floor area within the Buildout Area to exceed, or further exceed, 440,000 square feet, will be required to prepare and submit additional environmental review in accordance with the provisions of CEQA and the *State CEQA Guidelines* may be required if such non-residential development requires any discretionary action by the City.

Street Extension: The proposed project also includes the extension of Moody Street from Cerritos Avenue to Katella Avenue, as well as the extension of Vessels Circle from its current western terminus to intersect with the Moody Street extension, consistent with Figure 2-1 of the Specific Plan. The Moody Street extension would traverse vertically through the Buildout Area, adjacent to Lots 4, 3, 13, and 14 in VTTM 19247, and create a new central north-south corridor, while the extension of Vessels Circle within Lot C would, among other things, provide access to Lots 10 and 11 in VTTM 19247. The proposed project also includes, consistent with the Specific Plan, the widening of Lexington Drive within Lot B in VTTM 19247. Future development within the Buildout Area may require the construction of private driveways, accessways and/or streets that connect to the Moody Street and Vessels Circle extensions and existing public streets adjacent to the Buildout Area, but their specific locations and sizes would be determined during the design process.

Open Space and Landscaping: The proposed project also includes approximately 11 acres of land on which park and recreational uses would be developed, including the land in Lots 1, 5 and 6 and the two additional acres of public park space that may be located in one or more of the land use districts

established in the Specific Plan. The specific amenities and improvements that would be developed in the Public Park District and the additional two acres of public park space would be determined in connection with future development projects that are proposed within the Buildout Area. The Buildout Area would also include landscaped areas as required by the Specific Plan and the City of Cypress Municipal Code (Municipal Code), as applicable. The exact location and amount of landscaped areas have not been designed yet and would be determined in connection with the future development of specific development projects.

5.2.2 Project Purpose and Objectives

Each project alternative is analyzed to determine whether it achieves the objectives of the proposed project. The underlying purpose of the proposed project is to redevelop the Buildout Area in accordance with the voter-approved Specific Plan. As stated in Section 3.0, Project Description, the following project objectives have been established for the proposed project.

1. Provide a significant number of new residential units in the Buildout Area to help meet the unmet demand for housing in the City and the project vicinity, consistent with the City's Housing Element and the Cypress Town Center and Commons Specific Plan 3.0 approved by the voters of the City of Cypress.

2. Establish a mixed-use town center that is intended to be the City's "main street" and a gathering place for the community with a vibrant mix of entertainment, retail, restaurant, commercial and residential uses.

3. Revitalize a large urban area in the City that is currently significantly underutilized.

4. Diversify the City's existing housing stock by providing various housing product types and densities to meet a range of housing needs of Cypress and area residents.

5. Provide a mix of residential, commercial, retail and park and recreational uses that encourages project residents to walk or bike to and from the commercial areas and attractions and parks within the Buildout Area and provides an enhanced consumer and employee base for the new commercial uses.

6. Develop a project that will invigorate the local economy by providing new employment and business opportunities

7. Provide residential and commercial/retail improvement that generate new sources of revenue for the City through increased property values and retail sales.

8. Extend existing City streets through all or a portion of the Buildout Area to improve overall traffic circulation in the project vicinity and provide necessary vehicular and pedestrian access for project residents, tenants, visitors and patrons.

9. Develop new residential and senior housing communities with sufficient housing units to support the size, scale and operation of planned public parks and other amenities and common areas included in the proposed project.

5.2.3 Significant Adverse Unavoidable Impacts of the Proposed Project

5.2.3.1 Air Quality

Operational Emissions. As discussed in Section 4.3, Air Quality, operational emissions associated with the proposed project would exceed the South Coast Air Quality Management District's (SCAQMD) thresholds and it is assumed that construction and operational emissions combined would exceed the significance threshold established by the SCAQMD for daily project emissions. **Mitigation Measure AIR-1,** which requires the implementation of all feasible measures to reduce operational impacts associated with buildout envisioned under the proposed project, and **Mitigation Measure TRA-1,** which requires the implementation of Transportation Demand Management (TDM) strategies to lower project VMT for the proposed project's residential component, would further reduce impacts. With implementation of **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1**, NO_x emissions would be reduced to below the SCAQMD's significance criteria. However, VOC emissions would still exceed the SCAQMD's significance criteria. As there are no additional feasible mitigation measures that would reduce project operational-source VOC emissions to a less-than-significant level, operation of the proposed project would result in a **significant and unavoidable** impact related to a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard.

Conflict with Air Quality Plan. Although the proposed project would be consistent with Indicator 2 of SCAQMD's 2022 Air Quality Management Plan (AQMP) as the proposed project would not exceed the growth assumptions in the SCAG's 2024–2050 RTP/SCS (Connect SoCal 2024) or the 2022 AQMP, the proposed project would have the potential to conflict or obstruct implementation of applicable air quality plans under Indicator 1 of the 2022 AQMP because buildout of the proposed project would result in significant and unavoidable long-term operational pollutant emissions. Although there is no feasible mitigation to reduce operational pollutant emissions to a less than significant level, **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1** would incorporate design features that would contribute to reducing criteria air pollutant emissions generated during operational activities associated with the proposed project. Nevertheless, because the proposed project would conflict with Indicator 1, impacts related to conflict with the applicable air quality plan would be **significant and unavoidable**.

In addition, proposed project emissions of ozone precursors (VOC) can contribute to regional exceedances of air quality standards and that such exceedances are associated with increased respiratory and cardiovascular symptoms in sensitive populations. Accordingly, this impact would also be **significant and unavoidable**, even with implementation of all feasible mitigation measures to minimize emissions during operation.

5.2.3.2 Cultural Resources

Historical Resources. Proposed project implementation would include the demolition of character-defining features of the LARC Property and as such would result in a substantial adverse change to a historic architectural resource under CEQA, as outlined in Section 4.5, Cultural Resources, of this Draft EIR, which is a potentially significant impact.

The proposed project would be required to implement **Mitigation Measures CUL-1** through **CUL-3** which require documentation, interpretation, and archival preservation of the Los Alamitos Race Course's historic significance prior to demolition or redevelopment. Measures include (1) the donation of historic photographs and memorabilia to a local library or Orange County–based historical society for exhibit or archival purposes; (2) incorporation of on-site interpretive features such as a publicly accessible historical marker and/or design elements referencing Frank Vessels, Sr., the Vessels family, racing history, and notable Quarter Horses; and (3) preparation of HABS-like documentation, consistent with the Secretary of the Interior's Standards, by a qualified historian prior to demolition of any character-defining features. The documentation would include photographic recordation, a detailed historical narrative, and archival research, with materials donated to appropriate local and regional archival repositories. However, impacts to built-environment historic resources as defined in *State CEQA Guidelines* Section 15064.5 would remain **significant and unavoidable.**

5.2.3.3 Transportation

Vehicle Miles Traveled. As discussed in Section 4.17, Transportation, the residential component of the proposed project would result in a higher VMT per capita than the County's residential VMT significance thresholds under both existing and cumulative plus project conditions by 11.6 percent, and thus would result in a potentially significant impact. As such, the proposed project would be required to implement feasible TDM strategies to mitigate the proposed project's VMT impact, as detailed in **Mitigation Measure TRA-1**.

These VMT reduction measures include constructing or improving bicycle facilities that would connect the proposed project to the existing regional bicycle network and improving the pedestrian network, including the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area. However, the implementation of these measures would only reduce the proposed project's residential VMT impact by 1.2 percent. As such, even with implementation of the identified TDM strategies, the proposed project's residential VMT impact would remain significant, with a residential VMT impact of 10.4 percent over the significance threshold. Therefore, the proposed project's VMT impact would be **significant and unavoidable**.

5.3 ALTERNATIVES INITIALLY CONSIDERED BUT REJECTED FROM FURTHER CONSIDERATION

Section 15126.6(c) of the *State CEQA Guidelines* suggests that EIRs identify any alternatives that were considered by the Lead Agency but were rejected during the scoping process and briefly explain the reasons underlying the Lead Agency's determination. In evaluating an appropriate range of alternatives to the proposed project, a Residential-Only Development Alternative was considered and rejected by the City.

The following is a discussion of alternatives considered during the environmental review process and the reasons they were not selected for detailed analysis in this Draft EIR.

5.3.1 Residential-Only Development Alternative

The Residential-Only Development Alternative would eliminate the commercial and/or community-serving components of the proposed project and retain only the residential component. Similar to the proposed project, the Residential-Only Development Alternative would result in the future development of 1,791 residential units within the Buildout Area, consistent with the Specific Plan.

However, implementation of this alternative would not meet the underlying purpose of the proposed project to redevelop the Buildout Area in accordance with the voter-approved Specific Plan. Specifically, implementation of the Residential-Only Development Alternative would not establish a mixed-use town center that is intended to be the City's "main street" and a gathering place for the community with a vibrant mix of entertainment, retail, restaurant, commercial and residential uses; provide a mix of residential, commercial, retail and park and recreational uses that encourages project residents to walk or bike to and from the commercial areas and attractions and parks within the Buildout Area and provide an enhanced consumer and employee base for the new commercial uses; invigorate the local economy by providing new employment and business opportunities; or provide commercial/retail improvements that generate new sources of revenue for the City through increased property values and retail sales. Therefore, the Residential-Only Development Alternative was not forwarded for further analysis.

5.3.2 Off-Site Alternative

An off-site alternative was considered but rejected because the Buildout Area is a unique, contiguous property comprising approximately 134 acres with existing infrastructure, long-established access, and a site context that is not readily replicable elsewhere within the City or surrounding area. The applicant already owns the vast majority of the Buildout Area and it is particularly suitable for the proposed project because Cypress voters have approved a Specific Plan that applies to the land within the Buildout Area allow for a comprehensive, master-planned redevelopment that can accommodate a coordinated mix of uses, internal circulation, open space, and infrastructure improvements in a manner that smaller or fragmented off-site parcels could not reasonably achieve.

In addition, development on an alternative off-site location would not meet the underlying purpose of the proposed project to redevelop the Buildout Area in accordance with the voter-approved Specific Plan. Moreover, an off-site alternative would not meet the core purpose of the proposed project, which is to redevelop the Buildout Area in accordance with the voter-approved Specific Plan. Identifying and assembling a comparable off-site property of similar scale and characteristics would be speculative, could introduce additional environmental impacts, and would not reduce impacts relative to the proposed project. Therefore, the off-site alternative was determined to be infeasible and was not carried forward for further analysis.

5.4 ALTERNATIVES UNDER CONSIDERATION

Section 21100 of the Public Resources Code (PRC) and Section 15126 of the *State CEQA Guidelines* require an EIR to identify and discuss a No Project Alternative and a reasonable range of alternatives to the proposed project that would feasibly attain most of the basic objectives of the project and would avoid or substantially lessen any of the significant environmental impacts. Based on the

criteria listed above, the following three alternatives have been determined to represent a reasonable range of alternatives that could feasibly attain most of the basic objectives of the proposed project but that may avoid or substantially lessen any of the significant impacts of the proposed project. Therefore, the alternatives considered in this Draft EIR include the following:

- **No Project Alternative.** Under the No Project Alternative, the Buildout Area would not be developed with new residential or non-residential uses. The Buildout Area would remain as it is in its current condition, with no demolition of existing structures, grading, or new construction occurring within the Buildout Area. Specifically, the Buildout Area would remain developed with the existing structures and facilities that support horse racing, training, and community activities, including the race track, grandstand structure, three artificial lakes inside the race track, one-story clubhouse and restaurant structures, lighting structures, approximately 41 permanent one-story barns and several temporary structures and barn; and parking structures. In addition, the roadway improvements and extensions envisioned under the proposed project would not occur.

- **Historic Preservation Alternative.** The Historic Preservation Alternative would develop new residential and non-residential uses within the Buildout Area; however, the character-defining features at LARC would be retained and converted into a performance venue for future concerts, plays, and other entertainment performances. Lots 5 through 8 and portions of Lots 3 and 4 would be used as a park/recreational use that is open to the public when the performance venue is not in use. Overall, the Historic Preservation Alternative would result in development of approximately 1,400 residential units and 440,000 square feet of non-residential development. The existing LARC character-defining features that would be retained include the original pre-1970 track, the 1954 quarter-mile chute, the infield and ponds, and a portion of the grandstand, as outlined in Section 5.5.2 below. All non-historic features of the race course, including the race-track extensions, barns, temporary buildings, clubhouse building, and annex would be demolished. Siboney Street would only be extended to the intersection of Vessels Circle and would not extend to Moody Street. Existing restaurants, food service, and the three existing lakes within the original race track would be retained.

- **Reduced Development Alternative (30% Reduction).** Under the Reduced Development Alternative, the overall intensity of the proposed project, including residential and commercial development, would be reduced by 30 percent. As such, the Reduced Development Alternative would facilitate the future development of 1,253 residential units and approximately 308,000 square feet of non-residential uses.

5.5 ALTERNATIVES ANALYSIS

5.5.1 No Project Alternative

5.5.1.1 Description

As previously described, under the No Project Alternative, the Buildout Area would not be developed with new residential or non-residential uses. The Buildout Area would remain as it is in its current condition, with no demolition of existing structures, grading, or new construction occurring within the Buildout Area. Specifically, the Buildout Area would remain developed with the existing

structures and facilities that support horse racing, training, and community activities, including the race track, grandstand structure, three artificial lakes inside the race track, one-story clubhouse and restaurant structures, lighting structures, approximately 41 permanent one-story barns and several temporary structures and barns; and parking structures. In addition, the roadway improvements and extensions envisioned under the proposed project would not occur.

Under the No Project Alternative, it is assumed the Los Alamitos Race Course would continue to operate under its existing conditions and entitlements. No new development, redevelopment, or expansion would occur beyond what is currently allowed, and ongoing activities at the site—including horse racing events, simulcast operations, associated parking, lighting, and supporting facilities—would remain generally consistent with present-day operations. As a result, there would be no change to existing land use patterns, intensity of use, or operational characteristics at LARC, and environmental conditions would remain substantially similar to baseline conditions, aside from normal fluctuations associated with routine operations and maintenance.

5.5.1.2 Comparison of Environmental Impacts

Aesthetics. Under the No Project Alternative, the existing visual character and quality of the Buildout Area and its surroundings would not be altered and would remain as it is in its existing condition. As such, implementation of the No Project Alternative would not result in any change in the aesthetic character of the Buildout Area and would not result in any new sources of light or glare. Therefore, compared to the less than significant impacts of the proposed project, the No Project Alternative would have no impact related to aesthetics.

Agriculture and Forestry Resources. The No Project Alternative would not result in the development of the Buildout Area with new residential or non-residential uses and the Buildout Area would remain as it is in its existing condition. Therefore, implementation of the No Project Alternative would have no impact related to agriculture and forestry resources, similar to the proposed project.

Air Quality. The No Project Alternative would not result in the development of the Buildout Area with new residential or non-residential uses and no demolition or construction activity would occur within the Buildout Area. Existing operational conditions, including vehicle trips, would remain the same. As such, implementation of the No Project Alternative would not result in any construction-related increase in pollutant concentrations and dust, exhaust, and organic emissions. Similarly, this alternative would not result in new exposure of residents to substantial pollutant concentrations, including toxic air contaminants (TACs). Implementation of the No Project Alternative would also not result in an increase in operational vehicle trips in the City, and, because the No Project Alternative would not facilitate any development within the Buildout Area, no other emissions (such as those leading to odor) would be generated. Because the No Project Alternative would not facilitate any development within the Buildout Area, **Regulatory Compliance Measures AIR-1** through **AIR-4, Mitigation Measure AIR-1, Mitigation Measure AIR-2,** and **Mitigation Measure TRA-1** would not be applicable**.** Therefore, compared to the significant and unavoidable air quality impacts associated with the proposed project, the No Project Alternative would have no impact on air quality.

Biological Resources. The No Project Alternative would not result in the development of the Buildout Area with new residential or non-residential uses and the Buildout Area would remain as it

is in its existing condition. No demolition or construction activity would occur within the Buildout Area. As such, implementation of the No Project Alternative would not result in any impacts on biological resources, including special status species, riparian habitat or other sensitive natural communities, or wetlands. In addition, implementation of the No Project Alternative would not interfere with the movement of any wildlife species, impede the use of wildlife nursery sites, conflict with any local policies or ordinances protecting biological resources, or conflict with an adopted Habitat Conservation Plan (HCP). Because the No Project Alternative would not facilitate any development within the Buildout Area, **Regulatory Compliance Measures BIO-1** and **BIO-2** and **Mitigation Measure BIO-1** would not be applicable**.** Therefore, compared to the less than significant impacts with the incorporation of mitigation associated with the proposed project, the No Project Alternative would have no impact on biological resources.

Cultural Resources. The No Project Alternative would not result in the development of the Buildout Area with new residential or non-residential uses and the Buildout Area would remain as it is in its existing condition. No demolition or construction activity would occur within the Buildout Area. Therefore, the existing character-defining features of the LARC Property, including the grandstand, 1954 quarter-mile chute, and the pre-1970 track, which are considered historic resources as defined in *State CEQA Guidelines* Section 15064.5, would not be demolished and **Mitigation Measures CUL-1** through **CUL-3** would not be required. Therefore, compared to the significant and unavoidable impacts of the proposed project, the No Project Alternative would have no impact on built-environment historic resources as defined in *State CEQA Guidelines* Section 15064.5.

In addition, implementation of the No Project Alternative would not include construction or other ground disturbance activities that could result in the accidental discovery of archeological and/or cultural resources, including human remains. As such, **Regulatory Compliance Measures CUL-1** and **CUL-2** would not be applicable or required. Therefore, compared to the less than significant impacts of the proposed project, the No Project Alternative would have no impact on archaeological resources, including human remains.

Overall, implementation of the No Project Alternative would avoid the significant and unavoidable impacts of the proposed project associated with cultural resources.

Energy. The No Project Alternative would not result in the development of the Buildout Area with new residential or non-residential uses and no demolition or construction activity would occur within the Buildout Area as the Buildout Area would remain the same as it is under existing conditions. As such, implementation of the No Project Alternative would not result in construction-related energy demand. Similarly, the No Project Alternative would not result in an increase in VMT, daily vehicle trips, or utility use (i.e., electricity and natural gas) within the Buildout Area compared to existing conditions. Therefore, the No Project Alternative would not result in impacts related to operational-period energy usage. Accordingly, compared to the less than significant energy impacts associated with the proposed project, the No Project Alternative would have no impact related to energy.

Geology and Soils. The No Project Alternative would not result in the development of the Buildout Area with new residential or non-residential uses and the Buildout Area would remain as it is in its existing condition. No demolition, grading, or construction activity would occur within the Buildout

Area. As such, implementation of the No Project Alternative would not cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure (including liquefaction), and landslides. In addition, as no development would occur, implementation of the No Project Alternative would not result in substantial soil erosion or the loss of topsoil, be located on an unstable geologic unit or expansive/unstable soil, or result in any impacts related to alternative wastewater disposal systems. As such, **Regulatory Compliance Measure GEO-1** and **Mitigation Measure GEO-1** would not be applicable or required for the No Project Alternative.

In addition, implementation of the No Project Alternative would not include construction or other ground disturbance activities that could result in the accidental discovery of paleontology resources. Therefore, implementation of the No Project Alternative would not destroy a unique paleontological resource or site, either directly or indirectly and **Mitigation Measures GEO-2** and **GEO-3** would not be applicable or required for the No Project Alternative.

Therefore, compared to the less than significant impacts of the proposed project with the incorporation of mitigation, the No Project Alternative would have no impact related to geology and soils.**Greenhouse Gas Emissions.** The No Project Alternative would not result in the development of the Buildout Area with new residential or non-residential uses and no demolition or construction activity would occur within the Buildout Area as the Buildout Area would remain the same as it is under existing conditions. As such, implementation of the No Project Alternative would not result in the generation of construction-period GHG emissions. Similarly, the No Project Alternative would not result in an increase in VMT, daily vehicle trips, or utility use (i.e., electricity, natural gas, water, and wastewater) within the Buildout Area compared to existing conditions. Therefore, the No Project Alternative would not result in any GHG impacts related to project operations. Because the No Project Alternative would not facilitate any development within the Buildout Area, **Mitigation Measure AIR-1, Mitigation Measure GHG-1,** and **Mitigation Measure TRA-1** would not be applicable. Therefore, compared to the less than significant GHG impacts with the incorporation of mitigation associated with the proposed project, the No Project Alternative would have no impact related to GHG.

Hazards and Hazardous Materials. The No Project Alternative would not result in the development of the Buildout Area with new residential or non-residential uses and the Buildout Area would remain as it is in its existing condition. No demolition, grading, or construction activity would occur within the Buildout Area. As such, implementation of the No Project Alternative would not involve the routine transport, use, or disposal of hazardous materials; emit or handle hazardous materials within 0.25-mile of a school; or create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. In addition, as no development would occur, implementation of the No Project Alternative would not create a significant hazard to the public or the environment due to it being on a hazardous materials site identified pursuant to Government Code Section 65962.5; result in a safety hazard or excessive noise for people residing or working in the project area; impaired implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. As such, **Regulatory Compliance Measure HAZ-1** and

Mitigation Measure HAZ-1 would not be applicable or required for the No Project Alternative. Therefore, compared to the less than significant impacts of the proposed project with the incorporation of mitigation, the No Project Alternative would have no impact related to hazards and hazardous materials.**Hydrology and Water Quality.**The No Project Alternative would not result in the development of the Buildout Area with new residential or non-residential uses and the Buildout Area would remain as it is in its existing condition. No demolition, grading, or construction activity would occur within the Buildout Area. As no construction activities would occur and the Buildout Area would remain the same as existing conditions, implementation of the No Project Alternative would not increase the potential for pollutants of concern from construction activities and vehicle traffic (e.g., fuels and lubricants, tire wear particulates, brake dust, and fallout from exhaust emissions) to be generated within the Buildout Area and conveyed in runoff during storm events when compared to existing conditions. Therefore, the No Project Alternative would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality and **Regulatory Compliance Measures HYD-1** and **HYD-2**, would not be required. In addition, because the No Project Alternative would not result in the development of the Buildout Area, require additional water supply, or result in increased impervious surface area within the Buildout Area, implementation of the No Project Alternative would not substantially decrease groundwater supplies, interfere substantially with groundwater recharge, or substantially alter the existing drainage pattern of the site, and **Regulatory Compliance Measure HYD-3** would not be required. Implementation of the No Project Alternative would also not increase the risk of release of pollutants due to inundation beyond existing conditions and would also not conflict with applicable water quality control or sustainable groundwater management plans. Therefore, compared to the less than significant impacts of the proposed project, the No Project Alternative would have no impact on hydrology and water quality.

Land Use and Planning. The No Project Alternative would not result in the development of the Buildout Area with new residential or non-residential uses and the Buildout Area would remain as it is in its existing condition, despite the fact that the previously approved Specific Plan would still apply to the land within the Buildout Area. The Buildout Area would continue to be developed with its existing uses and structures, including the race track, grandstand structure, three artificial lakes inside the race track, one-story clubhouse and restaurant structures, lighting structures, approximately 41 permanent one-story barns and several temporary structures and barns; and parking structures. Therefore, compared to the less than significant impacts of the proposed project, the No Project Alternative would have no impact related to land use and planning. However, it should be noted that implementation of the No Project Alternative, because it does not include the construction of any residential units, would not provide any housing to meet the significant unmet housing demand in the City, which is in conflict with the stated goals of the Specific Plan.

Mineral Resources. The No Project Alternative would not result in the development of the Buildout Area with new residential or non-residential uses and the Buildout Area would remain as it is in its existing condition. Therefore, implementation of the No Project Alternative would have no impact related to mineral resources, similar to the proposed project.

Noise. The No Project Alternative would not result in the development of the Buildout Area with new residential or non-residential uses and the Buildout Area would remain as it is in its existing

condition. No demolition, grading, or construction activity would occur within the Buildout Area. As no construction activities would occur, implementation of the No Project Alternative would not expose surrounding land uses to short-term construction-related noise or vibration. Noise at the Buildout Area would not increase above that already occurring on the site and no increase in traffic noise would occur. Because the No Project Alternative would not facilitate any development within the Buildout Area, **Regulatory Compliance Measures NOI-1** and **NOI-2** would not be applicable**.** Therefore, compared to the less than significant noise impacts associated with the proposed project, the No Project Alternative would have no impact related to noise.

Population and Housing. The No Project Alternative would not result in the development of the Buildout Area with new residential or non-residential uses and the Buildout Area would remain as it is in its existing condition. As no new residential or non-residential uses would be constructed at the Buildout Area, implementation of the No Project Alternative would not result in any population increase in the city. Therefore, compared to the less than significant impacts of the proposed project, the No Project Alternative would have no impact related to population and housing. However, it should be noted that implementation of the No Project Alternative, because it does not include the construction of any residential units, would not provide any housing to meet the significant unmet housing demand in the City, which is in conflict with the stated goals of the Specific Plan.

Public Services. The No Project Alternative would not result in the development of the Buildout Area with new residential or non-residential uses and the Buildout Area would remain as it is in its existing condition. As no new residential or non-residential uses would be constructed within the Buildout Area, implementation of the No Project Alternative would not result in any population increase in the city or increase in demand for public services, including on fire and police protection services, schools, parks, and other public services, as compared to existing conditions. In addition, **Regulatory Compliance Measures PS-1, PS-2,** and **PS-3,** and the payment of applicable development impact fees would not be applicable or required with implementation of the No Project Alternative. Therefore, compared to the less than significant impacts of the proposed project, the No Project Alternative would have no impact on public services.

Recreation. The No Project Alternative would not result in the development of the Buildout Area with new residential, non-residential uses, or parks and the Buildout Area would remain as it is in its existing condition. As no new residential or non-residential uses would be constructed within the Buildout Area, implementation of the No Project Alternative would not result in any population increase in the city or increase in demand on parks and recreation facilities, as compared to existing conditions. In addition, as discussed above, **Regulatory Compliance Measure PS-3** would not be applicable or required with implementation of the No Project Alternative. Therefore, compared to the less than significant impacts of the proposed project, the No Project Alternative would have no impact on parks and recreation.

Transportation. The No Project Alternative would not result in the development of the Buildout Area with new residential or non-residential uses and the Buildout Area would remain as it is in its existing condition. No construction activity would occur within the Buildout Area. As no construction activities or development would occur, implementation of the No Project Alternative would not result in any increases in automobile, transit, bicycle, or pedestrian travel to or from the Buildout

Area. As such, a Transportation Construction Plan (TCP), which includes measures for traffic coordination during construction to lower impacts to roadway systems, would not be applicable or required. In addition, because no development would occur, implementation of the No Project Alternative would not increase hazards due to a geometric design feature or incompatible uses or result in inadequate emergency access.

Implementation of the No Project Alternative would also not result in any increase related to VMT as no increase in daily trips to and from the Buildout Area would occur. As such, **Mitigation Measure TRA-1** would not be applicable or required with implementation of the No Project Alternative. Therefore, compared to the significant and unavoidable impacts of the proposed project, the No Project Alternative would have no impact related to VMT.

Tribal Cultural Resources. The No Project Alternative would not result in the development of the Buildout Area with new residential or non-residential uses and the Buildout Area would remain as it is in its existing condition. No demolition or ground-disturbing activities from construction would occur within the Buildout Area. As such, implementation of the No Project Alternative would not result in the accidental discovery of tribal cultural resources and **Regulatory Compliance Measures CUL-1** and **CUL-2** and **Mitigation Measures TCR-1** through **TCR-4** would not be applicable or required. Therefore, compared to the less than significant impacts of the proposed project with the incorporation of mitigation, the No Project Alternative would have no impact related to tribal cultural resources.

Utilities and Service Systems. The No Project Alternative would not result in the development of the Buildout Area with new residential or non-residential uses and the Buildout Area would remain as it is in its existing condition. As no new residential or non-residential uses would be constructed within the Buildout Area, implementation of the No Project Alternative would not result in any population increase in the city or increase in demand on utilities, including water, wastewater, stormwater drainage, electric power, natural gas, and telecommunications, as compared to existing conditions. In addition, **Regulatory Compliance Measure UTIL-1** would not be applicable or required with implementation of the No Project Alternative. Therefore, compared to the less than significant impacts of the proposed project, the No Project Alternative would have no impact on utilities and service systems.

Wildfire. The No Project Alternative would not result in the development of the Buildout Area with new residential or non-residential uses and the Buildout Area would remain as it is in its existing condition. As such, implementation of the No Project Alternative would not impair an adopted emergency response plan or emergency evacuation plan; exacerbate wildfire risks; require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk; or expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, implementation of the No Project Alternative would have no impact related to wildfire, similar to the proposed project.

5.5.1.3 Attainment of Project Objectives

The No Project Alternative would not meet the underlying purpose of the proposed project or any of the project objectives. The attainment of project objectives is discussed further below.

1. Provide a significant number of new residential units in the Buildout Area to help meet the unmet demand for housing in the City and the project vicinity, consistent with the City's Housing Element and the Cypress Town Center and Commons Specific Plan 3.0 approved by the voters of the City of Cypress.

   The No Project Alternative would not result in any new residential uses within the Buildout Area. Therefore, implementation of the No Project Alternative would not help meet the significant unmet demand for housing in the City and the project vicinity. As such, the No Project Alternative would not meet this project objective.

2. Establish a mixed-use town center that is intended to be the City's "main street" and a gathering place for the community with a vibrant mix of entertainment, retail, restaurant, commercial and residential uses.

   The No Project Alternative would not result in any new residential or non-residential uses within the Buildout Area. Therefore, implementation of the No Project Alternative would not establish a mixed-use town center or gathering place for the community as no mix of entertainment, retail, restaurant, commercial and residential uses would be developed. As such, the No Project Alternative would not meet this project objective.

3. Revitalize a large urban area in the City that is currently significantly underutilized.

   The No Project Alternative would not result in any new residential or non-residential uses within the Buildout Area. Therefore, implementation of the No Project Alternative would not revitalize the Buildout Area, which is currently significantly underutilized. As such, the No Project Alternative would not meet this project objective.

4. Diversify the City's existing housing stock by providing various housing product types and densities to meet a range of housing needs of Cypress and area residents.

   As discussed above, the No Project Alternative would not result in any new residential uses within the Buildout Area. Therefore, implementation of the No Project Alternative would not diversify the City's existing housing stock by providing various housing product types and densities to meet a range of housing needs of Cypress and area residents. As such, the No Project Alternative would not meet this project objective.

5. Provide a mix of residential, commercial, retail and park and recreational uses that encourages project residents to walk or bike to and from the commercial areas and attractions and parks within the Buildout Area and provides an enhanced consumer and employee base for the new commercial uses.

As discussed above, the No Project Alternative would not result in any new residential or non-residential uses within the Buildout Area. Therefore, implementation of the No Project Alternative would not provide a mix of residential, commercial, retail and park and recreational uses that encourages project residents to walk or bike to and from the commercial areas and attractions and parks within the Buildout Area and provides an enhanced consumer and employee base for the new commercial uses. As such, the No Project Alternative would not meet this project objective.

6. Develop a project that will invigorate the local economy by providing new employment and business opportunities.

   As discussed above, the No Project Alternative would not result in any new non-residential uses within the Buildout Area. Therefore, implementation of the No Project Alternative would not invigorate the local economy by providing new employment and business opportunities. As such, the No Project Alternative would not meet this project objective.

7. Provide residential and commercial/retail improvement that generate new sources of revenue for the City through increased property values and retail sales.

   As discussed above, the No Project Alternative would not result in any new residential or non-residential uses within the Buildout Area. Therefore, implementation of the No Project Alternative would not provide residential and commercial/retail improvements that generate new sources of revenue for the City through increased property values and retail sales. As such, the No Project Alternative would not meet this project objective.

8. Extend existing City streets through all or a portion of the Buildout Area to improve overall traffic circulation in the project vicinity and provide necessary vehicular and pedestrian access for project residents, tenants, visitors and patrons.

   The No Project Alternative would not include the extension of Moody Street from Cerritos Avenue to Katella Avenue and the extension of Vessels Circle from its current western terminus to intersect with the Moody Street extension as no development within the Buildout Area would occur. Therefore, the Not Project Alternative would not improve overall traffic circulation in the vicinity of the Buildout Area. As such, the No Project Alternative would not meet this project objective.

9. Develop new residential and senior housing communities with sufficient housing units to support the size, scale and operation of planned public parks and other amenities and common areas included in the proposed project.

   As discussed above, the No Project Alternative would not result in any new residential or non-residential uses within the Buildout Area. As such, the No Project Alternative would not meet this project objective.

5.5.2 Historic Preservation Alternative

5.5.2.1 Description

The Historic Preservation Alternative would develop new residential and non-residential uses within the Buildout Area and would retain the existing character-defining features at LARC that contribute to the LARC's eligibility for listing in the National Register and California Register, as shown in **Figure 5-1**. The character-defining features, including the original pre-1970 track, the 1954 quarter-mile chute, the infield and ponds, and a portion of the grandstand, would be converted into a performance venue for future concerts, plays, and other entertainment performances. When not being used as a performance venue, Lots 5 through 8 and portions of Lots 3 and 4 would be open to the public as a park or recreational use. All non-historic features of the race course, including the race-track extensions, barns, temporary buildings, clubhouse building, and annex would be demolished. Existing restaurants, food service, and the three existing lakes within the original race track would be retained. The Historic Preservation Alternative also includes a six-level above-ground parking structure with 1,600 parking spaces (1 space for every 3 seats) to accommodate the performance venue and account for the loss of parking at the race course, as shown in **Figure 5-1**.

Implementation of the Historic Preservation Alternative would require a Specific Plan amendment, which would have to be voter approved, to allow the performance venue use within the Medium-Density Residential District and Single-Family Attached Subdistrict. In addition, the Historic Preservation Alternative would require approval of a VTTM, similar to the proposed project. The proposed lots in the VTTM would be different than the proposed project and would include a lot for the race course improvements being retained and to accommodate the event venue use and related modifications of other lots.

Residential and Commercial Development. Under the Historic Preservation Alternative, development on Lots 2, 10, 11, 12, and 14 would be the same as the proposed project. In addition, similar to the proposed project, Lots 5 and 6 would be limited to parks and recreational uses. **Table 5.A: Comparison of Project Buildout for the Proposed Project and Historic Preservation Alternative** provides a comparison of the development proposed on each lot for the proposed project and the Historic Preservation Alternative.

As part of the Historic Preservation Alternative, Lot 7 would be limited to parks and recreational uses, as opposed to the residential uses proposed under the project. In addition, portions of Lots 3 and 4 would also include parks and recreational uses and the development area within Lot 13 would be reduced as compared to the proposed project.

Further, the Historic Preservation Alternative would only transfer ownership of an approximately 1-acre portion of Lot 8 to Grace Church and would develop the remaining 3-acres of Lot 8 with parks and recreational uses, similar to Lots 5, 6, 7, and portions of Lots 3 and 4. Similar to the proposed project, no development is proposed on Lot 9 and the ownership of Lot 5 would be transferred from Grace Church to LARC.

This page intentionally left blank



LSA

FIGURE 5-1

N

0 150 300
FEET

SOURCE: Forma - Aug 2025

I:\C\CCP2201.050\G\Preservation_Alternative.ai (2/6/2026)

Los Alamitos Race Course Development Project

Historic Preservation Alternative

This page intentionally left blank

Table 5.A: Comparison of Project Buildout for the Proposed Project and Historic Preservation Alternative

Lot No.	Proposed Project		Historic Preservation Alternative	
	Land Use	Number of Dwelling Units / Non-Residential Floor Area	Land Use	Number of Dwelling Units / Non-Residential Floor Area
1	Parks and Recreation	-	Parks and Recreation	-
2	Residential (Senior Housing)	404 du	Residential (Senior Housing)	404 du
3	Residential	269 du	Residential and Parks and Recreation	210 du
4	Residential	141 du	Residential and Parks and Recreation	134 du
5	Parks and Recreation	-	Parks and Recreation	-
6	Parks and Recreation	-	Parks and Recreation	-
7	Residential	309 du	Parks and Recreation[1]	-
8	No Development	-	Parks and Recreation[2]	-
9	No Development	-	No Development	-
10	Mixed-Use	29 du	Mixed-Use	29 du
11	Mixed-Use	51 du	Mixed-Use	51 du
12	Mixed-Use	265 du	Mixed-Use	265 du
13	Mixed-Use	195 du	Mixed-Use	179 du
14	Mixed-Use	128 du	Mixed- Mixed-Use	128 du
10-14	Non-Residential	440,000 sq ft	Non-Residential	440,000 sq ft
			Total	1,400 residential units 440,000 square feet of non-residential floor area

Source:

1. Includes the clamshell stage, permanent infield seating, and temporary infield seating.
2. Ownership of approximately 1-acre of Lot 8 would be transferred to Grace Church.

Overall, the Historic Preservation Alternative would result in development of 1,400 residential units and 440,000 square feet of non-residential development, in addition to the events venue. As such, implementation of the Historic Preservation Alternative would result in an approximately 22 percent reduction in residential units, or 391 fewer residential units, as compared to the proposed project and the same amount of non-residential floor area as the proposed project.

The Historic Preservation Alternative would also include the extension of Vessels Circle like the proposed project, and the extension of Siboney Street to connect to the intersection of the Vessels Circle extension. Under the Historic Preservation Alternative, Moody Street would not be extended to Katella Avenue to create a new north-south connection between Cerritos Avenue and Katella Avenue.

Event Space. A new approximately 3,500-square foot clamshell stage would be constructed within Lot 7, facing south towards the existing grandstands and away from Cerritos Avenue. In addition, permanent infield seating for approximately 500 guests and temporary seating on the track for approximately 500 guests would also be provided facing the stage. Including the 3,694 seats

associated with the existing grandstand, which would be retained, the Historic Preservation Alternative would result in a total of 4,694 seats for the performance venue. The oval track, chute, and infield would be utilized as a public park when the performance venue is not in use and the track and chute would be used for walking, cycling and running paths with the infield available for passive park activities, including picnic areas, playgrounds, and/or gardens. In addition, the two existing ponds would be retained and would contain paddle boats and/or canoes available for rent.

Food and beverage services, similar to existing facilities within the grandstand, would be available during performances and may also be available during non-performance hours for visitors to the public park amenities. The existing restaurant would be retained. The lower two floors of the grandstand would be utilized for equipment storage, offices, dressing rooms, and rehearsal space. In addition to the preserved LARC facilities, a 6-level parking structure containing approximately 1,600 parking spaces would be constructed west of the grandstand to provide parking for future events hosted at the performance venue, consistent with Section 2.06.050 of the City's Municipal Code.

5.5.2.2 Comparison of Environmental Impacts

Aesthetics. The following provides a comparison of potential aesthetic impacts between the proposed project and the Historic Preservation Alternative.

Scenic Vistas and Scenic Resources. The City is almost entirely developed and no public vantage point provides substantial views of any water bodies, mountains, hills, or any other significant visual resources. Similar to the proposed project, given that no scenic vista is currently viewable from any public vantage point in proximity to the Buildout Area, the development of the Historic Preservation Alternative would not alter an existing scenic vista or block views of any scenic vistas. Therefore, the Historic Preservation Alternative would not have a substantial adverse effect on a scenic vista. In addition, due to distance and intervening land uses, no portion of the Buildout Area is visible from the officially designated segment of SR-91 or the eligible segment of Pacific Coast Highway. Therefore, the Historic Preservation Alternative would have no impact related to the substantial damage of scenic resources within a State Scenic Highway, similar to the proposed project.

Visual Character and Public Views. The aesthetic character of the Buildout Area would change with implementation of the Historic Preservation Alternative during both construction and operation. Construction of the proposed project would introduce the use of machinery such as excavators and bulldozers, and the presence of the construction equipment, as well as the construction activities, would temporarily alter the visual character of the project site. In addition, the Historic Preservation Alternative would develop the Buildout Area with similar uses as the proposed project, including residential and non-residential uses; while retaining the existing LARC character-defining features that contribute to the LARC's eligibility for listing in the National Register and California Register. The Historic Preservation Alternative would also result in an approximately 22 percent reduction in residential units, or 391 fewer residential units, as compared to the proposed project and the same amount of non-residential floor area as the proposed project. The character-defining features, including the original pre-1970 track, the 1954 quarter-mile chute, the infield and ponds, and a portion of the grandstand, would be converted into a performance venue for future concerts, plays, and other entertainment performances. The Historic Preservation Alternative also includes a six-level above-ground parking structure with 1,600 parking spaces to accommodate the performance

venue and account for the loss of parking at the race course, which would introduce a new large structure at the Buildout Area that would alter the visual character of the Buildout Area.

However, construction would be temporary and, due to the phased nature of construction activities, would be staggered across the project site. Therefore, the visual character of the Buildout Area would not be significantly impacted during construction activities. In addition, although the Historic Preservation Alternative includes the construction of a six-level above-ground parking structure which would introduce a new large structure at the Buildout Area that would alter the visual character of the Buildout Area, because the Historic Preservation Alternative would retain the original pre-1970 track, the 1954 quarter-mile chute, the infield and ponds, and a portion of the grandstands, which are prominent aesthetic features of the Buildout Area, implementation of the Historic Preservation Alternative would alter the aesthetic character of the Buildout Area to a lesser degree when compared to the proposed project. All development pursuant to the Specific Plan would be required to consider and comply with, as applicable, relevant sustainable design guidelines stated or referenced in the Specific Plan. Similar to the proposed project, development would also be subject to applicable Zoning Ordinance design regulations related to scenic quality, including the objective design standards in Section 3.17.110 of the Zoning Ordinance for multi-family development. Therefore, the Historic Preservation Alternative would have a less than significant impact related to conflict with applicable zoning and other regulations governing scenic quality, similar to the proposed project.

Light and Glare. As the Buildout Area is in an urbanized area, lighting is produced in the vicinity of the Buildout Area by surrounding commercial and residential development, street lighting, and vehicles on adjacent roadways, including Katella Avenue, West Cerritos Avenue, Lexington Drive, and Walker Street. In addition, existing uses within the Buildout Area, such as the race track, include outdoor lighting features. Similar to the proposed project, all development within the Buildout Area would be required to comply with all applicable requirements related to light and glare, including applicable regulations of the 2022 State Building Energy Efficiency Standards (Title 24), all applicable sustainable design strategies related to lighting in the Specific Plan, and all applicable development standards related to lighting in the Zoning Ordinance. Consistent with these requirements and similar to the proposed project, all lighting associated with the Historic Preservation Alternative would be shielded such that it would minimize light spillage onto adjacent properties. Similar to the proposed project, building exteriors of future development facilitated by the Historic Preservation Alternative would generally be covered by non-reflective materials, which would minimize glare, and glass windows would be incorporated into each building design in accordance with development standards established in the Specific Plan and the City's Municipal Code.

The Historic Preservation Alternative would include a performance venue that would likely require stadium-style lighting during events. While the proposed project would include lighting typical of residential and commercial uses, the Historic Preservation Alternative would introduce additional lighting and would result in greater lighting impacts relative to the proposed project.

Similar to the proposed project, new lighting associated with the Historic Preservation Alternative would be required to meet all applicable lighting standards in the City's Zoning Ordinance as outlined in the Section 4.1, Aesthetics, of this Draft EIR: Section 3.11.060.A (Exterior Features); Section 3.11.060.B (Intensity); Section 3.11.060.C (Security Lighting); Section 3.11.060.D (Shielding

of Light Source); Section 3.14.050.C.4 (Required Improvements for Off-Street Parking Areas); and Section 3.15.110 (Standards for Specific Types of Signs). Proposed lighting would also be required to comply with Section 4.6: Lighting, of the Specific Plan.

Overall, although the Historic Preservation Alternative would result in greater, more substantial sources of lighting than the proposed project, aesthetic impacts would remain less than significant with adherence to existing development standards established in the Specific Plan and the City's Municipal Code.

Agriculture and Forestry Resources. The Historic Preservation Alternative would develop the same area of the city (i.e., Buildout Area) with similar uses as the proposed project, including residential and non-residential uses. As discussed in Section 4.2, Agriculture and Forestry Resources, the entire Buildout Area and surrounding area is designated as "Urban and Built-Up Land" by the California Department of Conservation's California Important Farmland Finder. In addition, the Buildout Area is not used for agricultural or forestry production and is not protected by, or eligible for, a Williamson Act contract. Therefore, the Historic Preservation Alternative would have no impact related to agriculture and forestry resources, similar to the proposed project.

Air Quality. The following provides a comparison of potential air quality impacts between the proposed project and the Historic Preservation Alternative.

Construction. Although the Historic Preservation Alternative would include less demolition compared to the proposed project due to the retention of the LARC character-defining features, construction activities, such as site preparation, grading, construction of structures, and architectural coating of structures, would be similar to the proposed project and is anticipated to result in similar air quality emissions. As such, similar to the proposed project, construction emissions associated with full buildout of the Historic Preservation Alternative would not exceed the SCAQMD thresholds for VOCs, NO_x, CO, SO_X, $PM_{2.5,}$ or PM_{10} emissions. Therefore, with compliance with regulatory requirements (as specified in **Regulatory Compliance Measures AIR-1** through **AIR-4**), construction impacts related to the cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under applicable federal or State ambient air quality standard would be less than significant, similar to the proposed project.

***Operation*.** As discussed in Section 4.3, Air Quality, operation of the proposed project would result in VOC emissions that would exceed the SCAQMD's significance criteria even with implementation of **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1**. As there are no additional feasible mitigation measures that would reduce project operational-source VOC emissions to a less-than-significant level, operation of the proposed project would result in a significant and unavoidable impact related to a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard. The Historic Preservation Alternative would reduce operational emissions associated with the residential development due to the 22 percent reduction in residential units; however, due to the inclusion of the performance venue, which would result in an increase in vehicle trips to and from the project site as compared to the proposed project, and 6-story parking garage, implementation of the Historic Preservation Alternative may not reduce the overall emissions associated with operation of the alternative. In addition, the air quality emissions under the Historic Preservation

Alternative have not been quantified. Accordingly, this Draft EIR includes a qualitative, comparative discussion of this alternative based on available information and professional judgement, and it is therefore assumed that implementation of the Historic Preservation Alternative would also result in significant and unavoidable impact related to a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard, even with implementation of **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1**.

***Health Risk Assessment*.** Construction of development envisioned under the Historic Preservation Alternative may expose nearby sensitive receptors to airborne particulates and pollutants from construction equipment (i.e., usually diesel-fueled vehicles and equipment). Therefore, **Mitigation Measure AIR-2**, which requires the use of U.S. EPA Tier 4 Final or cleaner construction equipment if and to the extent commercially available, or the cleanest available technology that is commercially available and feasible or the preparation of project-specific construction HRA in certain circumstances, would be applicable to the Historic Preservation Alternative. Therefore, this impact would be less than significant with mitigation incorporated, similar to the proposed project. In addition, similar to the proposed project, the Historic Preservation Alternative would not include the development of any uses identified by CARB as being substantial source of TACs that would require specific siting distances based on CARB recommendations. In addition, the industrial uses near the Buildout Area on the western and eastern boundaries are further than 500 feet, so any new sensitive receptors, such as proposed residential uses, will be consistent with CARB's siting recommendations. Therefore, impacts related to TACs would be less than significant, similar to the proposed project.

Conflict with Applicable Air Quality Plans. As discussed in Section 4.3, Air Quality, the proposed project would be consistent with Indicator 2 of the 2022 Air Quality Management Plan (AQMP) as the proposed project would not exceed the growth assumptions in Connect SoCal 2024 or the 2022 AQMP; however, the proposed project would have the potential to conflict or obstruct implementation of applicable air quality plans under Indicator 1 of the 2022 AQMP because buildout of the proposed project would result in significant and unavoidable long-term operational pollutant emissions. Although there is no feasible mitigation to reduce operational pollutant emissions to a less than significant level, **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1** would incorporate design features that would contribute to reducing criteria air pollutant emissions generated during operational activities associated with the proposed project. Overall, even with implementation of **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1,** the proposed project would result in a significant and unavoidable impact associated with conflict with applicable air quality management plans. Although the Historic Preservation Alternative would reduce operational emissions associated with the residential development due to a 22 percent reduction in residential units, with the inclusion of the performance venue and parking garage, and because the air quality emissions under the Historic Preservation Alternative have not been quantified, implementation of the Historic Preservation Alternative would also result in a significant and unavoidable impact associated with conflict with applicable air quality management plans.

Odors. Construction of the Historic Preservation Alternative would generate similar odors as construction of the proposed project. Similar to the proposed project, these odors would be

temporary and limited to the construction period. The Historic Preservation Alternative would also not include any activities or operations that would generate objectionable odors and once operational, development envisioned under the Historic Preservation Alternative would not be a source of odors. Therefore, the Historic Preservation Alternative would not result in other emissions (such as those leading to odors) affecting a substantial number of people, similar to the proposed project.

Overall, implementation of the Historic Preservation Alternative would have a significant and unavoidable air quality impact, even with implementation of **Mitigation Measures AIR-1** and **AIR-2,** and **Mitigation Measure TRA-1** and adherence to **Regulatory Compliance Measures AIR-1** through **AIR-4**, similar to the proposed project.

Biological Resources. The Historic Preservation Alternative would develop the same area of the city (i.e., Buildout Area) with similar uses as the proposed project, including residential and non-residential uses. The following provides a comparison of potential impacts to biological resources between the proposed project and the Historic Preservation Alternative.

Habitats and Vegetation Communities. As discussed in Section 4.4, Biological Resources, the Buildout Area primarily consists of developed land cover. The dominant vegetation within this vegetation community includes ornamental landscaping and ruderal grassland with patches of herbaceous invasive species. Other vegetation communities within the Buildout Area include ornamental landscaping and artificial ponds. In addition, no portion of the Buildout Area contains designated or proposed critical habitat for any federally listed plant or animal species. Further, there is a high level of existing disturbance within the Buildout Area, and native wildlife habitat is largely absent within the Buildout Area and in the vicinity. The development surrounding the Buildout Area and the lack of ground cover and suitable foraging habitat make the site undesirable for many native wildlife species. Therefore, implementation of the Historic Preservation Alternative would have no impact on any native habitats or vegetation communities, similar to the proposed project.

Special-Status Plant Species. As discussed in Section 4.4, Biological Resources, no special-status plants were observed within the Buildout Area during the reconnaissance survey; and none of the 30 special-status plant species from the records searches are expected to occur within the Buildout Area due to the lack of suitable habitat and/or conditions. Therefore, implementation of the Historic Preservation Alternative would have no impact on any special-status plant species, similar to the proposed project.

Special-Status Wildlife Species and Migratory/Nesting Birds. As discussed in Section 4.4, Biological Resources, no special-status wildlife species were observed during the field survey, and suitable habitat for such species is absent from the Buildout Area due to the high level of development. In addition, no nesting birds or their nests were observed at the time of the field survey. However, based on a review of resource databases, 6 special-status wildlife species have the potential to occur on or near the Buildout Area, including monarch butterfly (*Danaus plexippus plexippus*), Ferruginous hawk (*Buteo regalis*), Swainson's hawk (*Buteo swainsoni*), western mastiff bat (*Eumops perotis californicus*), western yellow bat (*Lasiurus xanthinus*), and pocketed free-tailed bat (*Nyctinomops femorosaccus*). In addition, although no sign of roosting bats was observed during the September 2024 field survey, suitable day and night roosting habitat could be present at several of the building

structures throughout the Buildout Area and within the ornamental palm trees located around the Buildout Area. Additionally, other ornamental tree species within the Buildout Area could provide habitat to native bats in the form of foliage, bark, or cavity roosts.

Implementation of the Historic Preservation Alternative would develop the Buildout Area with similar uses as the proposed project and anticipated construction activities, including site preparation and grading activities, would be similar. In addition, potential direct and/or indirect impacts (e.g., noise during construction) could potentially disrupt or otherwise adversely affect bird nesting activities in and/or adjacent to the Buildout Area if construction activities would occur within the nesting bird season (between February 1 and August 31). Because construction of the Historic Preservation Alternative would be similar as compared to the proposed project, impacts on special-status species, including bats, and nesting birds would be similar with implementation of the Historic Preservation Alternative as the proposed project. Therefore, the Historic Preservation Alternative would also be required to adhere to **Regulatory Compliance Measure BIO-1**, requiring pre-construction bay surveys, and **Regulatory Compliance Measure BIO-2**, requiring pre-construction nesting bird surveys and active nest avoidance buffers during construction, and impacts would be less than significant.

Riparian Habitat and Sensitive Natural Communities. As discussed in Section 4.4, Biological Resources, the Buildout Area currently contains one existing drainage feature, one existing detention basin, and three existing artificial ponds. All of these aquatic features were constructed in previously graded or developed areas and do not represent natural stream channels, wetlands, or riparian systems. Their primary functions are aesthetic or related to stormwater conveyance and retention. As such, no riparian habitat is present within the Buildout Area. Therefore, similar to the proposed project, no impacts to riparian habitat would result from implementation of the Historic Preservation Alternative.

Jurisdictional Waters. As previously discussed, there is one drainage feature, one detention basin, and three ponds within the Buildout Area. The three ponds and the detention basin are not expected to be regulated by USACE, RWQCB, or CDFW. In addition, implementation of the Historic Preservation Alternative would not include the removal of the three ponds. However, the single drainage feature located on Lot 3 contains ruderal vegetation and may connect to Coyote Creek, which is tributary to the San Gabriel River and ultimately flows into the Pacific Ocean. Therefore, the removal of this drainage may be subject to regulation by the RWQCB and CDFW. Therefore, similar to the proposed project, the Historic Preservation Alternative would be required to implement **Mitigation Measure BIO-1**, which requires a jurisdictional delineation be conducted prior to construction. In addition, similar to the proposed project, the Historic Preservation Alternative would be required to adhere to **Regulatory Compliance Measures HYD-1** through **HYD-3** during construction and operation to address erosion-related impacts through implementation of construction site BMPs and operational-period biotreatment BMPs to avoid erosion and sedimentation impacts to downstream aquatic areas and water quality. With implementation of **Mitigation Measure BIO-1** and adherence to **Regulatory Compliance Measures HYD-1** through **HYD-3**, implementation of the Historic Preservation Alternative would result in less than significant impacts on jurisdictional waters, similar to the proposed project.

Wildlife Movement and Nursery Sites. As discussed in Section 4.4, Biological Resources, the Buildout Area does not function as a wildlife movement corridor. In addition, as discussed above, the Historic Preservation Alternative would comply with **Regulatory Compliance Measure BIO-1**, requiring pre-construction bay surveys, and **Regulatory Compliance Measure BIO-2**, requiring pre-construction nesting bird surveys and active nest avoidance buffers during construction. Therefore, similar to the proposed project, implementation of the Historic Preservation Alternative would have a less than significant impact related to wildlife movement and nursey sites.

Local Policies and Ordinances. Similar to the proposed project, construction of Historic Preservation Alternative would involve tree removal activities. As required by Article 3, Performance and Development Standards, Section 13 (3.13.070(c)), of the Municipal Code, existing trees would be preserved when feasible. In addition, all tree removal activities would be consistent with Section 3.9 of the Specific Plan, which supersedes the City's Landmark Tree Ordinance, as codified in Sections 17-17 through 17-27 of the City Municipal Code, and details the tree replacement development standards for development within the Buildout Area. Consistent with Specific Plan requirements, all tree removal required for future development would be described during site plan review and all removed trees would be replaced with an equivalent number of specimen trees. With adherence to the tree replacement development standards detailed in the Specific Plan, the Historic Preservation Alternative would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, similar to the proposed project, and impacts would be less than significant.

Overall, implementation of the Historic Preservation Alternative would have a less than significant impact related to biological resources with adherence to **Regulatory Compliance Measures BIO-1** and **BIO-2** and implementation of **Mitigation Measure BIO-1**, similar to the proposed project.

Cultural Resources. The following provides a comparison of potential impacts to cultural resources between the proposed project and the Historic Preservation Alternative.

***Historical Resources*.** The Historic Preservation Alternative would develop the same area of the city (i.e., Buildout Area) with similar uses as the proposed project, including residential and non-residential uses; however, the existing character-defining features at LARC that contribute to LARC's eligibility for listing in the National Register and California Register would be retained for use as a performance venue for future concerts, plays, and other entertainment performances. The existing LARC character-defining features that would be retained include the original pre-1970 track, the 1954 quarter-mile chute, the infield and ponds, and a portion of the grandstand.

All improvements to the existing LARC character-defining features under the Historic Preservation Alternative, would be completed in compliance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* or the *Secretary of the Interior's Standards for Rehabilitation and*

Guidelines for Rehabilitating Historic Buildings[1] (Secretary's Standards). The Secretary's Standards provide guidance for working with historic properties (and historical resources under CEQA) and are used by federal agencies and local governments to evaluate proposed rehabilitation, restoration, preservation, and reconstruction work on historical resources; they are applied to a wide variety of resource types, including buildings, sites, structures, objects, and districts.

The Secretary's Standards comprise four sets of standards to guide the treatment of historic properties and historical resources: Preservation, Rehabilitation, Restoration, and Reconstruction. Typically, one set of standards is chosen for a project based on the project scope. These four distinct treatments are defined as follows:

- **Preservation:** The Standards for Preservation "... require retention of the greatest amount of historic fabric, along with the building's historic form, features, and detailing as they have evolved over time."

- **Rehabilitation:** The Standards for Rehabilitation "... acknowledge the need to alter or add to a historic building to meet continuing new uses while retaining the building's historic character."

- **Restoration:** The Standards for Restoration "... allow for the depiction of a building at a particular time in its history by preserving materials from the period of significance and removing materials from other periods."

- **Reconstruction:** The Standards for Reconstruction "... establish a limited framework for re-creating a vanished or non-surviving building with new materials, primarily for interpretive purposes." [2]

Typically, one set of standards is chosen for a project based on the project scope. In terms of the Secretary's Standards, only one treatment standard, Rehabilitation, addresses potential impacts to the setting by new construction. Therefore, the Historic Preservation Alternative would be required conforms to the Secretary's Standards for Rehabilitation. Of the 10 Standards for Rehabilitation issued, only two, Standards 9 and 10, most directly address new construction and would be applicable to the Historic Preservation Alternative. Rehabilitation Standards 9 and 10 are quoted below.

- **Standard 9:** New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

---

1 Weeks, Kay D., and Anne Grimmer. 2017. *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings*. U.S. Department of the Interior, National Park Service, Technical Preservation Services, Washington, D.C.

2 Ibid. Pages 2-3.

- **Standard 10:** New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Because it would retain the existing character-defining features, including the pre-1970 track, the 1954 quarter-mile chute, the infield and ponds, and a portion of the grandstand, implementation of the Historic Preservation Alternative would not result in a material impairment of the LARC as a historical resource and **Mitigation Measures CUL-1** through **CUL-3,** which requires documentation of the historic resource in accordance with the Historic American Building Survey (HABS) standards, would not be applicable or required and implementation of the Historic Preservation Alternative would avoid the significant and unavoidable impact to built-environment historic resources as defined in *State CEQA Guidelines* Section 15064.5 associated with the proposed project. Other non-character defining features of LARC would be demolished under the Historic Preservation Alternative; however, because these structures do not contribute to the LARC's eligibility for listing in the National Register and California Register, demolition of these structures would not result in a significant impact related to built historical resources.

Archaeological Resources. In addition, construction of the Historic Preservation Alternative has the potential to significantly impact unidentified archaeological resources during ground-disturbing activities. Therefore, similar to the proposed project, the Historic Preservation Alternative would be required to adhere to **Regulatory Compliance Measure CUL-1**, which detail provisions in the event that previously unknown cultural resources, including human remains, are discovered during ground-disturbing construction activities, consistent with the California Code of Regulations (CCR) Section 15064.5(e) and State Health and Safety Code Section 7050.5. Further, similar to the proposed project, the Historic Preservation Alternative would also be required to adhere to **Regulatory Compliance Measure CUL-2** for the treatment of human remains in order to ensure that descendant communities have significant input in the treatment and final disposition of human remains, if encountered at the project site during future development activities. With adherence to **Regulatory Compliance Measures CUL-1** and **CUL-2,** implementation of the Historic Preservation Alternative would result in less than significant impacts related to archaeological resources and human remains.

Overall, implementation of the Historic Preservation Alternative would have a less than significant impact related to cultural resources with adherence to **Regulatory Compliance Measures CUL-1** and **CUL-2** and would avoid the significant and unavoidable impact to built-environment historic resources as defined in *State CEQA Guidelines* Section 15064.5 associated with the proposed project.

Energy. Implementation of the Historic Preservation Alternative would result in 391 fewer residential units as compared to the proposed project and the same amount of commercial uses as the proposed project. This would result in a corresponding reduction in energy use associated with the residential development during construction and operation, as compared to the proposed project. However, construction and operation of the performance venue, which would host future concerts, plays, and other entertainment performances, and construction and operation of the 6-story parking garage and 500-seat clamshell would result in new energy use and demand.

***Construction*.** Although the Historic Preservation Alternative would include less demolition compared to the proposed project due to the retention of the LARC character-defining features, construction activities, such as site preparation, grading, construction of structures, and architectural coating of structures, would be similar to the proposed project and are anticipated to result in similar energy use. As such, similar to the proposed project, construction energy use would not cause or result in the need for additional energy facilities or an additional or expanded delivery system and fuel consumption during construction would not be more inefficient, wasteful, or unnecessary than other similar development projects of this nature, and impacts would be less than significant, similar to the proposed project.

***Electricity and Natural Gas*.** Based on the total electricity and natural gas demand in Orange County, operational activities associated with buildout of the Historic Preservation Alternative would increase the annual electricity consumption in Orange County by a negligible percent. Future development envisioned under the Historic Preservation Alternative would be constructed to meet sustainability in accordance with: Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608), the CALGreen Code, Title 24 energy efficiency requirements, and AB 1881 water efficient landscape requirements.

Similar to the proposed project, the expected energy consumption during construction and operation associated with future buildout envisioned under the Historic Preservation Alternative would be consistent with typical usage rates for residential and commercial uses; however, energy consumption is largely a function of personal choice and the physical structure and layout of buildings. As such, electrical and natural gas demand associated with operation of the Historic Preservation Alternative would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Therefore, impacts would be less than significant, similar to the proposed project.

Fuel Usage. Operation of the Historic Preservation Alternative would also result in energy usage associated with gasoline and diesel fuel consumed by vehicle trips. While vehicle trips would be similar for commercial uses and lower for residential uses, due to the reduction in units, new trips would be generated associated with future concerts, plays, and other entertainment performances hosted at the proposed performance venue. Even though the Historic Preservation Alternative would result in more vehicle trips than the proposed project, based on fuel consumption from vehicle trips in Orange County, the increase in vehicle trips associated with buildout of the Historic Preservation Alternative is expected to increase annual fuel consumption in Orange County by a negligible percent, similar to the proposed project.

Lastly, implementation of the Historic Preservation Alternative would not conflict with or obstruct compliance with State or local plans for renewable energy or energy efficiency, similar to the proposed project as energy impacts of the Historic Preservation Alternative at the regional level would be negligible. Because California's energy conservation planning actions are conducted at a regional level, and because the Historic Preservation Alternative's total impact on regional energy supplies would be minor, buildout of the Historic Preservation Alternative would not conflict with or obstruct California's energy conservation plans as described in the CEC's Integrated Energy Policy Report.

Therefore, the Historic Preservation Alternative would have a less than significant impact related to energy, similar to the proposed project.

Geology and Soils. As discussed in Section 4.7, Geology and Soils, although the Buildout Area is subject to strong ground motion resulting from earthquakes on nearby faults, there are no known faults crossing the Buildout Area. In addition, landslides have not been recorded within the City boundaries and are not anticipated based on the lack of any significant topographic features. However, the entire city, including the Buildout Area, is designated as a liquefaction zone. Similar to the proposed project, new development within the Buildout Area facilitated by the Historic Preservation Alternative would be subject to the seismic design criteria of the 2022 California Building Standards Code requirements that aim to prevent building collapse and reduce the impacts of seismic ground shaking, as specified in **Regulatory Compliance Measure GEO-1**. In addition, future construction contractors would be required to comply with the recommendations in the Geotechnical Investigation, as detailed in **Mitigation Measure GEO-1**, to ensure liquefaction impacts are reduced to a less than significant level. **Mitigation Measure GEO-1** would require that the upper soils of the Buildout Area be stabilized with ground improvement techniques beneath any structure intended for human occupancy. The ground improvements may consist of Rammed Aggregate Piers, Vibrated Aggregate Piers, or similar techniques, and would be required to be designed by a qualified ground improvement contractor in an interactive process with the geotechnical engineer and structural engineer.

Construction of the Historic Preservation Alternative would be required to comply with existing NPDES permit requirements, including the Construction General Permit, and Section 4.106 of the CALGreen Code to ensure impacts related to erosion during construction would be less than significant (**Regulatory Compliance Measure HYD-1**). Further, the Historic Preservation Alternative would also be required to implement stormwater management and treatment BMPs, such as detention basins and/or proprietary flow-based biofiltration systems, to address erosion impacts during operation (**Regulatory Compliance Measure HYD-3**).

Similar to the proposed project, construction of the Historic Preservation Alternative has the potential to disturb native alluvium at a depth that could have an impact on paleontological resources. Therefore, the Historic Preservation Alternative would also have to implement **Mitigation Measures GEO-2** and **GEO-3,** which include provisions for unknown paleontological resources discovery stop work procedures and worker training procedures, similar to the proposed project, in order to reduce potential impacts to less than significant.

Lastly, future development within the Buildout Area under the Historic Preservation Alternative would be served by the City of Cypress and the Orange County Sanitation District and would not include the development of or use of any septic tanks or alternative wastewater disposal systems.

Therefore, the Historic Preservation Alternative would have a less than significant impact related to geology and soils with adherence to **Regulatory Compliance Measure GEO-1** and implementation of **Mitigation Measure GEO-1** through **GEO-3**, similar to the proposed project.

Greenhouse Gas Emissions. As implementation of the Historic Preservation Alternative would result in 391 fewer residential units as compared to the proposed project and the same amount of

commercial uses as the proposed project, a corresponding reduction in GHG emissions during construction and operation compared to the proposed project would result. However, construction and operation of the performance venue, which would host future concerts, plays, and other entertainment performances, and the 6-story parking garage would result in new GHG emissions.

Similar to the proposed project, because the Historic Preservation Alternative would implement **Mitigation Measure AIR-1,** the Historic Preservation Alternative would be consistent with the 2022 Scoping Plan key project attribute related to EV charging requirements. However, future development under the Historic Preservation Alternative could be all-electric or could use natural gas. Therefore, **Mitigation Measure GHG-1,** which requires that future development either be all-electric or incorporate additional emission reduction measures if all-electric development is not feasible, would be applicable to the Historic Preservation Alternative. In addition, the Historic Preservation Alternative would also be required to implement **Mitigation Measure TRA-1,** which requires the implementation of TDM strategies, similar to the proposed project. Therefore, the Historic Preservation Alternative would be consistent with the identified measures and goals from Connect SoCal 2024 and, similar to the proposed project, the Historic Preservation Alternative would result in less than significant impacts related to GHG emissions based on consistency with the 2022 Scoping Plan, as described above.

In addition, as the Historic Preservation Alternative would result in less than significant impacts related to GHG emissions based on consistency with the 2022 Scoping Plan, as described above, the Historic Preservation Alternative would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and impacts would be less than significant with implementation of **Mitigation Measure GHG-1, Mitigation Measure AIR-1,** and **Mitigation Measure TRA-1**, similar to the proposed project.

Overall, implementation of the Historic Preservation Alternative would have less than significant GHG impacts with implementation of **Mitigation Measure GHG-1, Mitigation Measure AIR-1,** and **Mitigation Measure TRA-1**, similar to the proposed project.

Hazards and Hazardous Materials. Similar to the proposed project, the Historic Preservation Alternative would be required to comply with existing regulations pertaining to the transport and use of hazardous materials during construction and operation, including those listed in Section 4.9, Hazards and Hazardous Materials. In addition, long-term operations activities typical uses envisioned under the Historic Preservation Alternative would be typical of residential and commercial uses. These types of activities do not involve the use of a large or substantial amount of hazardous materials. Further, such materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. In addition, operation of future residential and non-residential development associated with the Historic Preservation Alternative would not store, transport, generate, or dispose of large quantities of hazardous substances, similar to the proposed project. Therefore, implementation of the Historic Preservation Alternative would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

As discussed in Section 4.9, Hazards and Hazardous Materials, a controlled recognized environmental conditional (CREC), historic recognized environmental conditional (HREC), and business environmental risk (BER) were identified within the Buildout Area. As such, the Phase I ESA recommended preparation and implementation of an Operations and Maintenance (O&M) Plan to safely manage the suspect ACMs and LBP associated with the existing buildings within the Buildout Area and the notification of the OCHCA as required in the case closure summary from 1996 for the CREC. No additional subsurface investigations were recommended. Because implementation of the Historic Preservation Alternative would occur within the same area as the proposed project and would be subject to the same hazardous conditions present within the Buildout Area, future development facilitated by the Historic Preservation Alternative would be required to implement these recommendations, similar to the proposed project and as detailed in **Mitigation Measure HAZ-1**. In addition, a comprehensive asbestos survey would be required prior to demolition of the non-historic structures under the Historic Preservation Alternative, consistent with SCAQMD Rule 1403 and similar to the proposed project. Therefore, impacts associated with the release of hazardous materials into the environment through reasonably foreseeable upset and accident conditions would be less than significant with adherence to existing regulatory requirements, including SCAQMD Rule 1403, and implementation of **Mitigation Measure HAZ-1,** requiring implementation of the recommendations provided in the Phase I ESA, similar to the proposed project.

In addition, as discussed in Section 4.9, database searches of the Buildout Area, including a GeoTracker search and a search of Superfund sites, determined that the Buildout Area is not included on a list of hazardous materials sites that could create a significant hazard to the public or the environment, is not included on the Cortese List compiled pursuant to Government Code Section 65962.5, and is not a recorded Superfund site.

Similar to the proposed project, implementation of the Historic Preservation Alternative would also not result in a safety hazard or excessive noise for people residing or working in the Buildout Area because any future development within the Buildout Area would be required to comply with all appropriate FAA standards and requirements, including **Regulatory Compliance Measure HAZ-1**, which requires that the FAA be notified of any proposed structure(s) that would penetrate the 100 to 1 imaginary surface that surrounds the runway at JFTB Los Alamitos.

Future development projects within the Buildout Area under the Historic Preservation Alternative would be required to conform with the adopted emergency response or evacuation plan established by the City and would be required to conform with applicable City standards and criteria that specify general fire safety provisions consistent with the California Fire Code, such as automatic, on-site fire protection systems, such as sprinklers in multi-occupancy buildings; and maintenance of certain vegetation that pose a fire hazard risk. Therefore, implementation of the Historic Preservation Alternative would not impair implementation of or physically interfere with the adopted emergency response plan or emergency evacuation plan or result in impacts related to the exposure of people or structures to a significant risk of loss, injury or death involving wildland fires.

Therefore, the Historic Preservation Alternative would have a less than significant impact related to hazards and hazardous materials with adherence to **Regulatory Compliance Measure HAZ-1** and implementation of **Mitigation Measure HAZ-1**, similar to the proposed project.

Hydrology and Water Quality. As the Historic Preservation Alternative would be located at the same location as the proposed project, the Historic Preservation Alternative would be subject to the same hydrologic conditions as the proposed project.

Construction. Similar to the proposed project, future development under the Historic Preservation Alternative would be required to comply with applicable construction permits and regulations associated with water quality. Specifically, if construction of future development associated with the Historic Preservation Alternative would disturb more than one acre of soil, those projects would be subject to the requirements of the *General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities,* Order WQ 2022-0057-DWQ, NPDES No. CAS000002 (Construction General Permit)[3], as specified in **Regulatory Compliance Measure HYD-1**. As required by the Construction General Permit, the Construction Contractor would be required to prepare a SWPPP and implement construction BMPs detailed in the SWPPP during construction activities. The SWPPP would detail the BMPs to be implemented during construction. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. If construction of future development associated with the Historic Preservation Alternative would disturb less than one acre of soil and are not a part of a larger common plan, those projects would be required to comply with Section 4.106 of the 2022 California Green Building Standards Code (CALGreen Code), as specified in **Regulatory Compliance Measure HYD-1**. Section 4.106 of the CALGreen Code requires implementation of BMPs to prevent flooding and erosion and to retain sediment on site. Compliance with the requirements of the Construction General Permit or Section 4.106 of the CALGreen Code, including incorporation of construction BMPs, would ensure that construction impacts related to waste discharge requirements, water quality standards, degradation of water quality, increased pollutant discharge, and alteration of receiving water quality would be less than significant, similar to the proposed project.

In addition, similar to the proposed project, it is likely that groundwater dewatering would be required during excavation activities associated with buildout of the Historic Preservation Alternative. Groundwater dewatering activities during excavation would be conducted in accordance with the *General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimis) Threat to Water Quality*, Order No. R8-2020-0006, NPDES No. CAG998001 (Groundwater Dewatering Permit)[4], as specified in **Regulatory Compliance Measure HYD-2**. This permit requires testing and treatment (as necessary) of groundwater encountered during groundwater dewatering prior to release to the storm drain system. As a result, groundwater dewatering would not introduce pollutants to receiving waters at levels that would violate water quality standards or waste discharge requirements, degrade water quality, increase pollutant discharge, or alter the quality of the receiving water. With implementation of **Regulatory**

[3] SWRCB. 2022. *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (General Permit), Order WQ 2022-0057-DWQ, NPDES No. CAS000002*. Adopted September 8.

[4] Santa Ana RWQCB. 2020. The *General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimis) Threat to Water Quality*, *Order No. R8-2020-0006, NPDES No. CAG998001.* June 19.

Compliance Measures HYD-1 and **HYD-2**, impacts associated with the violation of water quality standards or waste discharge requirements during construction of the Historic Preservation Alternative would be less than significant, similar to the proposed project. Implementation of **Regulatory Compliance Measures HYD-1** and **HYD-2** would also ensure that construction impacts related to on-site, off-site, or downstream erosion or siltation; exceeding the capacity of the adjacent stormwater drainage systems; providing substantial additional sources of polluted runoff; resulting in an increase in any pollutant for which the receiving water body is already impaired; and causing or contributing to an exceeded applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses would be less than significant, similar to the proposed project.

Operation. Implementation of the Historic Preservation Alternative would increase the amount of impervious surface area within the Buildout Area due to the development of the residential and non-residential uses, performance venue, and parking garage. However, because implementation of the Historic Preservation Alternative would retain the existing infield and ponds within the race course and would result in 391 fewer residential units as compared to the proposed project, implementation of the Historic Preservation Alternative is expected to result in less impervious surface area within the Buildout Area. During operation, the Historic Preservation Alternative would be required to comply with the requirements of the *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County*, Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062 (Orange County MS4 Permit),[5] similar to the proposed project. Compliance with the Orange County MS4 Permit is achieved through adherence to Chapter 13-23 of the Cypress Municipal Code. As required by Chapter 13-23 of the Cypress Municipal Code, and specified in **Regulatory Compliance Measure HYD-3**, the Historic Preservation Alternative would be required to prepare a project-specific WQMP to specify BMPs that would be implemented to capture, treat, and reduce pollutants of concern in stormwater runoff. With implementation of **Regulatory Compliance Measure HYD-3**, impacts associated with the violation of water quality standards or waste discharge requirements; providing substantial additional sources of polluted runoff; and resulting in an increase in any pollutant for which the receiving water body is already impaired during operation of the Historic Preservation Alternative would be less than significant, similar to the proposed project.

All stormwater from the Buildout Area under the Historic Preservation Alternative would also discharge to the Cerritos Avenue Storm Drain, Katella Avenue Storm Drain, Lexington Drive Storm Drain, and Walker Street Storm Drain and ultimately the Los Alamitos Channel, similar to the existing conditions and the proposed project. Because implementation of the Historic Preservation Alternative would result in less impervious surface area within the Buildout Area, implementation of the Historic Preservation Alternative would result in less stormwater runoff into the surrounding storm drain infrastructure as compared to the proposed project. In addition, the Historic Preservation Alternative would also be required to implement similar storm drain infrastructure

[5] Santa Ana RWQCB. *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County, Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062.*

improvements as the proposed project, including upsizing the existing 18-inch storm drain line in Vessels Circle to a 30-inch line to provide sufficient capacity for the 25-year high confidence storm event flowrate. Therefore, because the Drainage Report prepared for the proposed project concluded that implementation of the proposed project would not adversely affect the downstream receiving drainage facilities and the Historic Preservation Alternative would implement similar improvements to the storm drain infrastructure, implementation of the Historic Preservation Alternative would not exceed the capacity of the adjacent stormwater drainage systems, similar to the proposed project.

Similar to the proposed project, implementation of the Historic Preservation Alternative would not substantially change infiltration within the Buildout Area because the Buildout Area has low infiltration potential. In addition, even though GSWC West Orange's water supply sources include groundwater pumped from the Orange County Groundwater Basin, increased water use during operation of the Historic Preservation Alternative would not substantially affect groundwater supplies, because the groundwater basin has been sustainably managed by OCWD over the last 10 years and is expected to continue to be sustainably managed. In addition, OCWD and GSWC West Orange coordinate in order to ensure that groundwater extracted for municipal water supplies would not substantially deplete groundwater supplies. Therefore, operational impacts related to a decrease in groundwater supplies or interference with groundwater recharge with implementation of the Historic Preservation Alternative would be less than significant, similar to the proposed project.

Because the Historic Preservation Alternative is located at the same location as the proposed project, it would be subject to the same conditions related to flooding, dam failure, seiche, tsunami, and mudflow. As discussed in Section 4.10, Hydrology and Water Quality, the Buildout Area is not located within a 100-year floodplain, an inundation zone of a levee, or an area mapped by the California Emergency Management Agency as being potentially inundated by a tsunami. In addition, the Buildout Area is relatively flat and not at risk of mudflow and, due to the distance from the nearest enclosed body of water to the Buildout Area, the Buildout Area is not in a seiche hazard zone. Therefore, no impact related to these hydrologic hazards would occur with implementation of the Historic Preservation Alternative, similar to the proposed project. However, the Buildout Area is located within the inundation zone of Prado Dam and the Carbon Canyon Dam. Although the Historic Preservation Alternative would facilitate the construction of new structures in a dam inundation zone, similar to the proposed project, the Historic Preservation Alternative would not increase the chance of inundation from failure of Carbon Canyon Dam or Prado Dam. Further, the potential for dam failure is remote and the City's emergency evacuation plans would be implemented if these dams were susceptible to rupture during heavy rains or other events. Therefore, impacts related to the exposure of people and structures to significant risk associated with flooding as a result of dam failure with implementation of the Historic Preservation Alternative would be less than significant, similar to the proposed project.

No riparian habitat currently exists within the Buildout Area. However, four potential jurisdictional water resources currently exist within the Buildout Area, including three artificial ponds located within the LARC racetrack area, one drainage feature, and one detention basin. The three artificial ponds are located within the interior of the track and would be retained under the Historic

Preservation Alternative. The existing detention basin is located along the southern Buildout Area boundary, at the northwest corner of the existing residential development located south of the Buildout Area, and the existing drainage feature extends east from this detention basin. The drainage feature and the detention basin are expected to be regulated by the Santa Ana RWQCB and CDFW. Similar to the proposed project, if the Historic Preservation Alternative would impact the drainage feature or the detention basin, regulatory permits may be required, including those under Section 404 of the CWA as administered by the USACE, the Water Quality Certification under Section 401 of the CWA or Waste Discharge Requirements under the Porter-Cologne Water Quality Control Act as administered by the Santa Ana RWQCB, or the Streambed Alteration Agreement under Section 1602 of the California Fish and Game code as administered by CDFW, as detailed in **Mitigation Measure BIO-3**. Therefore, with implementation of **Mitigation Measure BIO-3**, potential impacts on aquatic, wetland, or riparian habitat with implementation of the Historic Preservation Alternative would be less than significant, similar to the proposed project.

Therefore, the Historic Preservation Alternative would have a less than significant impact related to hydrology and water quality, similar to the proposed project.

Land Use and Planning. Similar to the proposed project, given the nature of the uses envisioned under the Historic Preservation Alternative, the future buildout of the Buildout Area would improve existing connectivity in the area with the extension of Vessels Circle and would not divide or separate any existing land uses or neighborhoods. The neighboring residential communities would not be separated by the proposed road extensions or proposed buildout of the Historic Preservation Alternative. Implementation of the Historic Preservation Alternative, if approved by voters, would carry out the vision of the Specific Plan and would remain consistent with surrounding uses. In addition, the Historic Preservation Alternative would be consistent with all General Plan and zoning designations. Therefore, the Historic Preservation Alternative would not result in the physical division of an established community, similar to the proposed project.

In addition, as the Historic Preservation Alternative would develop the Buildout Area with similar uses as the proposed project, the Historic Preservation Alternative would not be inconsistent with Connect SoCal, the City's General Plan, or City's Zoning Ordinance. However, in contrast to the proposed project, the Historic Preservation Alternative, as proposed, would be inconsistent with the existing uses permitted in the Specific Plan and would require amendments to the adopted Specific Plan to allow for the performance venue. These amendments require voter approval, so the likelihood of the amendments being approved by voters is not known. If the amendments to the Specific Plan were adopted, the Historic Preservation Alternative would not conflict with the Specific Plan. As such, the Historic Preservation Alternative would potentially introduce inconsistencies in the applicable City land use and planning policies. In addition, because implementation of the Historic Preservation Alternative would include 1,400 residential units (391 fewer residential units within the Buildout Area compared to the proposed project), the Historic Preservation Alternative would not be consistent with the amount of housing identified in the Specific Plan and the City's Housing Element for the Buildout Area. Further, future development applications contemplated within the Buildout Area would also be required to comply with all applicable regulations and standards related to land use and planning. Any future development or redevelopment projects requiring discretionary actions would also be subject to environmental review, in accordance with

the provisions of CEQA and the *State CEQA Guidelines.* Therefore, the Historic Preservation Alternative would have a less than significant impact related to land use and planning, similar to the proposed project.

Mineral Resources. As discussed in Section 4.12, Mineral Resources, there are no known mineral resources in or in the vicinity of the Buildout Area, and there are no other known mineral deposits or resources within the City that are of significant value to the region or the State. In addition, the Buildout Area does not contain a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Therefore, the Historic Preservation Alternative would have no impact related to mineral resources, similar to the proposed project.

Noise. The Historic Preservation Alternative would develop the same area of the city (i.e., Buildout Area) with similar uses as the proposed project, including residential and non-residential uses; however, the existing LARC character-defining features that contribute to the LARC's eligibility for listing in the National Register and California Register would be retained for use as a performance venue for future concerts, plays, and other entertainment performances. Overall, the Historic Preservation Alternative would result in development of 1,400 residential units and 440,000 square feet of non-residential development. As such, implementation of the Historic Preservation Alternative would result in 391 fewer residential units as compared to the proposed project and the same amount of non-residential uses as the proposed project. This would result in a corresponding reduction in operation noise associated with the residential development during operation, as compared to the proposed project. However, construction and operation of the performance venue and the 6-story parking garage would include new stationary noise sources associated with future concerts, plays, and other entertainment performances at the Buildout Area. In addition, because operation of the performance venue would increase the number of vehicle trips to and from the Buildout Area during a performance event, operation of the performance venue would also generate additional transportation noise.

Construction. Development under the Historic Preservation Alternative would generate noise and vibration associated with construction activities on a similar scale to the proposed project. Similar to the proposed project, compliance with the allowed construction hours in the City's Noise Ordinance would ensure that construction noise does not disturb residents during typical sleeping hours or during hours when ambient noise levels are likely to be lower (i.e., at night). Therefore, and the Historic Preservation Alternative's construction noise impacts would be less than significant, similar to the proposed project.

As discussed in Section 4.13, Noise, the nearest existing residential building at the edge of Lot 13 and south of Lot 3 would experience vibration levels below the FTA threshold for building damage. As the Historic Preservation Alternative would also include construction activities within Lot 13, it would result in a similar less than significant impact related to vibration damage..

In addition, construction-generated ground-borne vibration associated with the Historic Preservation Alternative would not exceed FTA thresholds related to human annoyance at nearby sensitive receptors, similar to the proposed project. Therefore, similar to the proposed project, the Historic Preservation Alternative would result in less than significant impacts related to potential vibration-related human annoyance.

***Operation*.** As the Historic Preservation Alternative would generate more vehicle trips to and from the Buildout Area when compared to the proposed project due to the addition of the performance venue, traffic noise impacts could be greater than the proposed project. However, the level of transportation noise increase is still expected to be less than 3 dBA and would not be perceptible to the human ear in an outdoor environment. Therefore, off-site traffic noise impacts would be less than significant, similar to the proposed project.

Similar to the proposed project, development under the Historic Preservation Alternative would generate various on-site stationary noise sources, including heating, ventilation, and air conditioning (HVAC) and commercial uses activities such as loading and unloading and parking lot activities. In addition, concerts, plays, and other entertainment performances at the performance venue would generate a substantial amount of noise. The Cypress Municipal Code limits non-construction noise experienced at surrounding noise-sensitive uses to 55 dBA or less per the hourly daytime noise level standards for Noise Zone 1 and 60 dBA or less for Noise Zone 2. Similar to the proposed project, preparation of a specific acoustical analysis would be required to confirm compliance with the City's exterior and interior noise standards related to land use compatibility, as established in City of Cypress Municipal Code Chapter 8 (Noise), Sections 8-1-4 and 8-1-5, which set forth allowable noise limits by noise zone and authorize the City to require noise measurements or acoustical studies to verify compliance with applicable standards prior to or following project occupancy. In addition, City of Cypress Municipal Code Chapter 9 details provisions for live entertainment permits that are relevant for businesses or venues hosting performances, including requiring a plan for control of noise affecting nearby premises, specifically to prevent nuisance noise to nearby residents/businesses. Chapter 9 also states that noise from live entertainment must not exceed the City's noise standards detailed in the City of Cypress Municipal Code, meaning operators hosting concerts or performances must comply with standard noise limits and include mitigation strategies in their permit applications. Therefore, the Historic Preservation Alternative would be anticipated to meet the City's noise standards and impacts would be less than significant, similar to the proposed project.

In addition, as the Historic Preservation Alternative would be located in the same area as the proposed project, the Historic Preservation Alternative would also be located within the 60 dBA CNEL noise contour, but outside of the 65 dBA CNEL noise contour for JFTB Los Alamitos. The Buildout Area is also located within Noise Impact Zone 2 (moderate noise impact) and is outside of Noise Impact Zone 1 (high noise impact) defined by the Airport Environs Land Use Plan. However, similar to the proposed project, given that the Historic Preservation Alternative does not contain outdoor sensitive receptors and the City defined levels between 60 and 65 dBA CNEL as conditionally acceptable with the incorporation of an HVAC system allowing a windows- closed condition and standard building construction, impacts related to exposing people residing or working in the area to excessive noise levels due to airport operations would be less than significant, similar to the proposed project.

Overall, under the Historic Preservation Alternative, operational noise impacts would be greater than the proposed project due to the development of the performance venue. Nevertheless, implementation of the Historic Preservation Alternative would have a less than significant noise impact with implementation of **Mitigation Measure NOI-1**, similar to the proposed project.

Population and Housing. The Historic Preservation Alternative would result in development of 1,400 residential uses and 440,000 square feet of non-residential development. This represents 391 fewer residential units as compared to the proposed project and the same amount of non-residential uses as the proposed project.

Due to the reduction of 391 residential units in comparison to the proposed project, implementation of the Historic Preservation Alternative would result in fewer future residents within the Buildout Area when compared to the proposed project. Assuming a ratio of 3.08 people per household, the Historic Preservation Alternative would result in a net increase of approximately 4,312 persons at full buildout.[6] This represents a reduction of 1,204 new residents within the Buildout Area with full buildout of the alternative compared to the proposed project.

Similar to the proposed project, the Specific Plan allows for the construction of the residential uses facilitated by the Historic Preservation Alternative and the reduced population increase associated with the Historic Preservation Alternative is within the planned growth for the region. As such, the Historic Preservation Alternative would not result in unplanned growth as the City has already planned for the reasonably foreseeable development of housing within the Buildout Area as a way of meeting the City's RHNA obligations. However, because implementation of the Historic Preservation Alternative would include 1,400 residential units (391 fewer residential units within the Buildout Area compared to the proposed project), the Historic Preservation Alternative would not be consistent with the amount of housing identified in the Specific Plan and City's Housing Element for the Buildout Area. In addition, as the Buildout Area does not contain any habitable or occupied structures, implementation of this alternative would not require the demolition of existing housing and would not displace an existing population residing within the Buildout Area.

Therefore, the Historic Preservation Alternative would have a less than significant impact related to population and housing, similar to the proposed project.

Public Services. The Historic Preservation Alternative would result in 391 fewer residential units as compared to the proposed project; the Historic Preservation Alternative would result in 1,204 fewer new residents at the project site that would be added to the City's population. This would result in a corresponding reduction in demand for public services, including on fire and police protection services, schools, parks, and other public services, as compared to the proposed project. However, the performance venue, which would host future concerts, plays, and other entertainment performances, would increase demand on fire and police protection services during those events compared to the proposed project.

As discussed in Section 4.15, Public Servies, implementation of the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire and police protection services, schools, or parks with adherence to **Regulatory Compliance Measures PS-1, PS-2,** and **PS-3,** and the payment of applicable development impact fees.. The Historic Preservation

[6] 1,253 households x 3.08 persons per household = 3,860 persons

Alternative would also be required to adhere to **Regulatory Compliance Measures PS-1, PS-2,** and **PS-3,** and the payment of applicable development impact fees. Therefore, although implementation of the Historic Preservation Alternative would result in an increased demand on these services as compared to the proposed project due to the performance venue, implementation of the Historic Preservation Alternative is also expected result in less than significant impacts on these services due to the payment of fees and coordination with the OCFA required by **Regulatory Compliance Measures PS-1, PS-2,** and **PS-3.**

In addition, implementation of the Historic Preservation Alternative would generate additional funding for the City and County through additional property tax revenue, similar to the proposed project. These funds could be used for the development of new or expanded library facilities or new library equipment if required. Therefore, implementation of the Historic Preservation Alternative would also result in less than significant impacts on other public services, including the Orange County Public Library (OCPL) system.

Therefore, the Historic Preservation Alternative would have a less than significant impact related to public services with adherence to **Regulatory Compliance Measures PS-1, PS-2,** and **PS-3,** and the payment of applicable development impact fees, similar to the proposed project.

Recreation. The Historic Preservation Alternative would result in 391 fewer residential units as compared to the proposed project; the Historic Preservation Alternative would result in 1,204 fewer new residents at the project site that would be added to the City's population. This would result in a corresponding reduction in demand on parks and recreation facilities.

As discussed in Section 4.16, Recreation, the City currently has 93.9 acres of parkland available for its 48,782 residents, and it currently provides approximately 1.92 acres of parkland per 1,000 residents, which does not meet the City's parkland objective of 4.5 acres per 1,000 residents. The additional residents with implementation of the Historic Preservation Alternative would change this ratio. Implementation of the Historic Preservation Alternative would include more land on which park and recreational uses would be developed when compared to the proposed project. The existing Lexington Park, which is approximately nine acres and has already been developed adjacent to Lots 1 and 2 of VTTM 19247, is counted as part of the existing parkland acreage in the City. The specific amenities and improvements that would be developed in the public park space would be determined in connection with future development projects that are proposed within the Buildout Area. The Historic Preservation Alternative would also include additional open space areas as an amenity for future residents.

As specified in Article VI of the City's Municipal Code, the City requires land to be dedicated as parks for subdivisions that include new residential construction that qualify as dwelling units as defined by section 6.31.020(D) of the City's Zoning Ordinance and section 205(D) of the 2001 California Building Code as they currently exist. The Municipal Code also allows payment of park fees or a credit for private open space in lieu of the land dedication. Similar to the proposed project, the Historic Preservation Alternative would be required to adhere to **Regulatory Compliance Measure PS-3**, which requires compliance with Article VI of the City's Municipal Code. Therefore, the Historic Preservation Alternative would have a less than significant impact on parks and recreation, similar to the proposed project.

Transportation. The Historic Preservation Alternative would result in 391 fewer residential units as compared to the proposed project and the same amount of non-residential uses as the proposed project. The Historic Preservation Alternative would also include the extension of Vessels Circle, similar to the proposed project, and the extension of Siboney Street to connect to the intersection of the Vessels Circle extension. However, under the Historic Preservation Alternative, Moody Street would not be extended. The extensions would be constructed consistent with City standards and regulations.

As the Historic Preservation Alternative would include the same amount of non-residential uses as the proposed project, the non-residential uses under the Historic Preservation Alternative would generate the same number of vehicle trips to and from the Buildout Area during operation. However, due to the reduction in residential units under the Historic Preservation Alternative compared to the proposed project, the residential uses under the Historic Preservation Alternative would generate fewer vehicle trips to and from the Buildout Area. In addition, based on the total number of seats associated with the performance venue (i.e., 4,694 seats), the performance venue would generate a substantial number of vehicle trips during future concerts, plays, and other entertainment performances hosted at the Buildout Area.

Similar to the proposed project, the Historic Preservation Alternative would not conflict with any of the goals and policies contained in the City's General Plan related to the circulation system. In addition, the Historic Preservation Alternative would be consistent with, and reinforce, applicable Connect SoCal 2024 goals, including Connect SoCal 2024's goals to develop, connect and sustain communities that are livable and thriving and to create a healthy region for the people of today and tomorrow, by providing additional housing opportunities within locations near amenities and already used by the public for commercial, recreational, and/or professional uses. In addition, the proposed project would support the development, connection, and sustainability of communities that are livable and thriving by providing necessary housing for all income levels in a bustling economic corridor. In addition, the Historic Preservation Alternative would not conflict with any adopted transit system plans, guidelines, policies, or standards as implementation would not interfere with implementation of applicable transit planning documents, including the specific actions to address the growing need for expanded transit service contained in the City's General Plan Circulation Element, 2024 Orange County Transit Vision Master Plan,[7] and the County's Directions 2050 plan,[8] which would update OCTA's Long-Range Transportation Plan (LRTP). Further, implementation of the Historic Preservation Alternative would provide sidewalks along the frontages and pedestrian sidewalks and pathways would be provided throughout the Buildout Area and provide connections to existing pedestrian and bicycle facilities in the surrounding area, similar to the proposed project. Additionally, as discussed further below and detailed in **Mitigation Measure TRA-1**, the Historic Preservation Alternative would be required to implement feasible Transportation Demand Management (TDM) strategies to mitigate the alternative's VMT impact, which include constructing or improving bicycle facilities that would connect the proposed project to the existing regional bicycle network and improving the pedestrian network, including the

[7] Orange County Transportation Authority (OCTA). 2025. *2024 Orange County Transit Vision Master Plan*. May.

[8] OCTA. 2025. OCTA Seeks Public Input to Help Shape Orange County's Transportation Future. October 3. Website: https://www.octa.net/news/news-releases/octa-seeks-public-input (accessed October 2025).

construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area. Therefore, the Historic Preservation Alternative would not conflict with any adopted bicycle or pedestrian system plans, guidelines, policies, or standards, similar to the proposed project.

Similar to the proposed project, the Historic Preservation Alternative would also be required to prepare and implement a Transportation Construction Plan (TCP) during construction activities, as detailed in the development agreement, that would be submitted to the City of Cypress Public Works Department for review and approval, in order to reduce impacts to roadway systems during construction. In addition, similar to the proposed project, although the Historic Preservation Alternative would also result in a significant and unavoidable VMT impact, the VMT impact does not, by itself, indicate inconsistency with circulation system policies or a failure to accommodate multimodal transportation. Therefore, based on the above analysis, and because the Historic Preservation Alternative would be required to adhere to the Specific Plan and the General Plan, similar to the proposed project, the Historic Preservation Alternative would generally be consistent with all programs, plans, ordinances, and policies addressing the circulation system, including those regulating transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant, similar to the proposed project.

Because the Historic Preservation Alternative would include the same amount and type of new non-residential uses as the proposed project, the non-residential uses under the Historic Preservation Alternative would result in a less than significant VMT impact, similar to the proposed project. While the Historic Preservation Alternative would result in fewer residential units as compared to the proposed project and the VMT impacts are expected to be reduced, without quantification of the VMT associated with the residential uses under the Historic Preservation Alternative or alternative-specific VMT analysis, it cannot be determined if the reduction in residential development would result in VMT impacts below applicable levels of significance (i.e., 13.21 VMT per capita, 15 percent below the existing regional average). In addition, the performance venue proposed under the Historic Preservation Alternative is expected to generate a significant amount of VMT as the performance venue would be a regional-serving use and attract visitors from outside the County during performance and events. As such, the Historic Preservation Alternative would also be required to implement the VMT reduction measures detailed in **Mitigation Measure TRA-1**. Implementation of **Mitigation Measure TRA-1** would require the Historic Preservation Alternative to reduce overall VMT; however, even with implementation of **Mitigation Measure TRA-1**, the VMT rates under the Historic Preservation Alternative are expected to remain above the established thresholds and impacts would be significant and unavoidable, similar to the proposed project.

Lastly, the Historic Preservation Alternative would not substantially increase hazards due to a geometric design feature or result in inadequate emergency access as all roadway improvements in and around the Buildout Area would be designed and constructed in accordance with Chapter 25, Article 5, Public Improvements, of the City's Municipal Code and applicable Public Works Design Standards, similar to the proposed project. In addition, except as otherwise provided in the Specific Plan, all final site and roadway improvement plans shall conform to the City's Public Works Design Criteria Manual, which incorporates California Manual on Uniform Traffic Control Devices (CA MUTCD) standards for intersection control, sight distance, and geometric design, and all final

improvement and site access plans shall be subject to review and approval by the City's Public Works Department and the Orange County Fire Authority prior to issuance of building permits.

Overall, implementation of the Historic Preservation Alternative would have a significant and unavoidable transportation impact related to VMT, even with implementation of **Mitigation Measure TRA-1**, similar to the proposed project.

Tribal Cultural Resources. The Historic Preservation Alternative would develop the same area of the city (i.e., Buildout Area) with similar uses as the proposed project, including residential and non-residential uses; however, the existing LARC character-defining features that contribute to the LARC's eligibility for listing in the National Register and California Register would be retained for use as a performance venue for future concerts, plays, and other entertainment performances. Although the Historic Preservation Alternative would include less demolition compared to the proposed project due to the retention of the LARC character-defining features, ground-disturbing construction activities associated with implementation of this alternative, such as site preparation and grading activities has the potential to significantly impact unidentified tribal cultural resources during ground-disturbing activities, similar to the proposed project. Therefore, consistent with the proposed project, the Historic Preservation Alternative would be required to adhere to **Regulatory Compliance Measures CUL-1** and **CUL-2**, which detail provisions in the event that previously unknown cultural resources, including human remains, are discovered during ground-disturbing construction activities, consistent with the California Code of Regulations (CCR) Section 15064.5(e) and State Health and Safety Code Section 7050.5. In addition, because the Historic Preservation Alternative would be located at the same location as the proposed project, the alternative would also be required to implement **Mitigation Measures TCR-1** through **TCR-4**, which include required tribal cultural resources training and ALERT sheet posting, on-site tribal monitoring during ground disturbance of native sediment, and provisions in the event that previously unknown tribal cultural resources (including human remains and funerary objects) are discovered during ground-disturbing construction activities.

With adherence to **Regulatory Compliance Measures CUL-1** and **CUL-2** and implementation of **Mitigation Measures TCR-1** through **TCR-4**, the potential impacts to known and unknown tribal cultural resources would be less than significant with mitigation incorporated, similar to the proposed project.

Utilities and Service Systems. The Historic Preservation Alternative would result in 391 fewer residential units as compared to the proposed project; the Historic Preservation Alternative would result in 1,204 fewer new residents at the project site that would be added to the City's population. This would result in a corresponding reduction in demand on utilities, including water, wastewater, stormwater, electricity, natural gas, and telecommunications, as compared to the proposed project. However, the performance venue, which would host future concerts, plays, and other entertainment performances, would increase demand on utilities during those events. Similar to the proposed project, the Historic Preservation Alternative would connect to existing utility infrastructure in the vicinity of the Buildout Area and would be required to install the required infrastructure and utility improvements to achieve these connections.

Similar to the proposed project, implementation of the Historic Preservation Alternative would not require the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities or infrastructure, beyond those required for the proposed project. In addition, based on the water supply and demand estimates in the GSWC Los Alamitos West Orange Service Area 2020 Urban Water Management Plan (UWMP) and the remaining wastewater treatment capacity for OC San's Reclamation Plant No. 1 in Fountain Valley and Treatment Plant No. 2, the water and wastewater service provides could adequately accommodate the development under the Historic Preservation Alternative. Further, the stormwater drainage system under Historic Preservation Alternative, as required by **Regulatory Compliance Measure HYD-3,** would be designed to ensure that operation of the Historic Preservation Alternative would not result in a substantial increase in the rate or amount of surface runoff, flow, and volume that would exceed the capacity of the adjacent stormwater drainage systems, and no new additional infrastructure would be required. Lastly, SCE and SoCalGas are anticipated to be able to adequately serve the Historic Preservation Alternative because the Historic Preservation Alternative would result in reduced demand for electricity and natural gas in comparison to the proposed project.

Additionally, similar to the proposed project, all future projects implemented in accordance with the Historic Preservation Alternative would be required to adhere to the Specific Plan, provide required development impact fees, and comply with applicable development regulations pertaining to utility improvements and connections. As a part of the development review process, all future projects would be required to demonstrate that existing public utilities would be sufficient to serve the future projects' needs, through the issuance of a will serve letter. As such, the Historic Preservation Alternative would not require the relocation or construction of new or expanded utilities and impacts would be less than significant.

In addition, similar to the proposed project, impacts related to solid waste with implementation of the Historic Preservation Alternative would be less than significant with adherence to **Regulatory Compliance Measure UTIL-1** requiring compliance with the City's Construction and Demolition Ordinance. Further, solid waste from future development facilitated by the Historic Preservation Alternative would be required to comply with State and local solid waste reduction, diversion, and recycling policies and regulations, including AB 1327 (wood waste disposal), Chapter 18 of the California Solid Waste Reuse and Recycling Access Act of 1991 (requires adequate, permanent space for recycling and solid waste collection at new developments), AB 939 (California Department of Resources Recycling and Recovery [CalRecycle]), AB 75 (solid waste diversion), AB 1826 (organic waste recycling), and SB 1383 (organic waste collection services). With adherence to these existing regulatory requirements and based on the remaining capacity of the Frank R. Bowerman Landfill, Olinda Alpha Landfill, and Prima Deshecha Landfill, the Historic Preservation Alternative would result in less than significant impacts related to solid waste.

Therefore, the Historic Preservation Alternative would have a less than significant impact related to utilities and service systems with adherence to **Regulatory Compliance Measure UTIL-1**, similar to the proposed project.

Wildfire. As discussed in Section 4.20, Wildfire, according to the California Department of Forestry and Fire Protection (CAL FIRE) Very High Fire Hazard Severity Zones (VHFHSZ) for the Orange County

region, the entire city is designated as a non-VHFHSZ,[9] and the city does not include a State Responsibility Area (SRA). The nearest VHFHSZ to the Buildout Area is approximately 6.8 miles northeast in Coyote Hills on the western side of Fullerton.[10] The nearest SRA is in Puente Hills, approximately 12 miles northeast of the Buildout Area. As such, the Buildout Area is not located in or near any SRAs or lands classified as VHFHSZs. Therefore, the Historic Preservation Alternative would have no impact related to wildfire, similar to the proposed project.

5.5.2.3 Attainment of Project Objectives

The Historic Preservation Alternative would not meet the project objectives to the same extent as the proposed project, as discussed further below.

1. Provide a significant number of new residential units in the Buildout Area to help meet the unmet demand for housing in the City and the project vicinity, consistent with the City's Housing Element and the Cypress Town Center and Commons Specific Plan 3.0 approved by the voters of the City of Cypress.

   While the Historic Preservation Alternative would facilitate development of 1,400 residential units within the Buildout Area, which would help meet the significant unmet demand for housing in the City and the project vicinity, the Historic Preservation Alternative would result in 391 fewer residential units than the proposed project. In addition, this alternative would require amendments to the Specific Plan to allow for the performance venue. As such, the Historic Preservation Alternative would be inconsistent with the Specific Plan as approved by the voters. Therefore, the Historic Preservation Alternative would not satisfy this objective to the same extent as the proposed project.

2. Establish a mixed-use town center that is intended to be the City's "main street" and a gathering place for the community with a vibrant mix of entertainment, retail, restaurant, commercial and residential uses.

   The Historic Preservation Alternative would facilitate development of new residential and non-residential uses, including a mix of entertainment, retail, restaurant, and commercial uses, within the Buildout Area, which would establish the Buildout Area as a mixed-use town center. Although implementation of the Historic Preservation Alternative would result in the same amount of non-residential uses as the proposed project, the Historic Preservation Alternative would result in 391 fewer residential units as compared to the proposed project. Nevertheless, the Historic Preservation Alternative would be similar to the proposed project in meeting this project objective. However, the Historic Preservation Alternative would not meet the residential component of this objective to the same extent as the proposed project.

3. Revitalize a large urban area in the City that is currently significantly underutilized.

---

9 California Department of Forestry and Fire Protection (CAL FIRE). 2011. Very High Fire Hazard Severity Zones in LRA. Website: https://osfm.fire.ca.gov/media/6739/fhszl_map30.pdf (accessed February 6, 2025).

10 Ibid.

Similar to the proposed project, the Historic Preservation Alternative would facilitate the development of the Buildout Area with new residential and non-residential uses. Therefore, the Historic Preservation Alternative would revitalize a large urban area in the City that is currently significantly underutilized and the Historic Preservation Alternative would be similar to the proposed project in meeting this project objective.

4. Diversify the City's existing housing stock by providing various housing product types and densities to meet a range of housing needs of Cypress and area residents.

   As discussed above, while the Historic Preservation Alternative would facilitate development of 1,400 residential units within the Buildout Area, which would include a variety of housing product types and densities to meet a range of housing needs of Cypress and area residents, the Historic Preservation Alternative would result in 391 fewer residential units than the proposed project. Although the Historic Preservation Alternative would develop fewer residential units within the Buildout Area, the housing product types are expected to be similar to those under the proposed project. As such, the Historic Preservation Alternative would be similar to the proposed project in meeting this project objective.

5. Provide a mix of residential, commercial, retail and park and recreational uses that encourages project residents to walk or bike to and from the commercial areas and attractions and parks within the Buildout Area and provides an enhanced consumer and employee base for the new commercial uses.

   As discussed above and similar to the proposed project, the Historic Preservation Alternative would facilitate the development of the Buildout Area with new residential, non-residential, and park uses, consistent with the Specific Plan. Therefore, like the proposed project, the Historic Preservation Alternative would provide a mix of residential, commercial, retail, and park and recreational uses that encourages project residents to walk or bike to and from the commercial areas and attractions and parks within the Buildout Area and provides an enhanced consumer and employee base for the new commercial uses. However, the Historic Preservation Alternative would not meet the residential component of this objective to the same extent as the proposed project.

6. Develop a project that will invigorate the local economy by providing new employment and business opportunities.

   The Historic Preservation Alternative would facilitate development of approximately 440,000 square feet of non-residential (commercial) uses within the Buildout Area, the same as the proposed project, which would invigorate the local economy by providing new employment and business opportunities. Moreover, the Historic Preservation Alternative would provide a performance venue that would attract visitors from throughout the region to the City, which would create increased opportunities for patronage at local businesses, particularly those specializing in retail and hospitality. Therefore, the Historic Preservation Alternative would meet this objective to a greater extent than the proposed project.

7. Provide residential and commercial/retail improvement that generate new sources of revenue for the City through increased property values and retail sales.

   As discussed above, while the Historic Preservation Alternative would facilitate development of new residential and non-residential uses, which would provide residential and commercial/retail improvements that generate new sources of revenue for the City through increased property values and retail sales, the Historic Preservation Alternative would result in 391 fewer residential units as compared to the proposed project. Although the reduced number of new residents created by the Historic Preservation Alternative would likely be partially offset by the increased opportunities for patronage at local retail outlets generated by the additional regional performance venue included in this alternative, the Historic Preservation Alternative is not likely to result in the same net increase in property values and retail sales as the proposed project. As such, the Historic Preservation Alternative would not meet this objective to the same extent as the proposed project.

8. Extend existing City streets through all or a portion of the Buildout Area to improve overall traffic circulation in the project vicinity and provide necessary vehicular and pedestrian access for project residents, tenants, visitors and patrons.

   The Historic Preservation Alternative would include the extension of Vessels Circle, similar to the proposed project, and the extension of Siboney Street to connect to the intersection of the Vessels Circle extension. The proposed street extensions would provide some vehicular and pedestrian access for project residents, tenants, visitors and patrons. However, under the Historic Preservation Alternative, Moody Street would not be extended, which would likely result in increased vehicle traffic on other arterial streets surrounding the Buildout Area to access the area, which may not improve overall traffic circulation in the project vicinity to the same degree as the proposed project. Nevertheless, the proposed street extensions would provide necessary vehicular and pedestrian access for project residents, tenants, visitors and patrons. Therefore, the Historic Preservation Alternative would be inferior to the proposed project in meeting this project objective.

9. Develop new residential and senior housing communities with sufficient housing units to support the size, scale and operation of planned public parks and other amenities and common areas included in the proposed project.

   The Historic Preservation Alternative would facilitate the development of 1,400 residential units within the Buildout Area and, similar to the proposed project and consistent with the Specific Plan, would include senior housing communities. However, the Historic Preservation Alternative would result in 391 fewer residential units compared to the proposed project. Therefore, the Historic Preservation Alternative would be inferior in developing residential uses with sufficient housing units to support the size, scale and operation of planned public parks and other amenities and common areas included within the Buildout Area. As such, the Historic Preservation Alternative would not meet this objective to the same extent as the proposed project.

Overall, the Historic Preservation Alternative would not satisfy, or fully satisfy, a number of the key project objectives related to the number of residential units provided and build out of the already-approved Specific Plan. Therefore, this alternative would not satisfy the project objectives to the same extent as the proposed project. In addition, the Historic Preservation Alternative would not meet the underlying purpose of the proposed project to redevelop the Buildout Area in accordance with the voted-approved Specific Plan, as the Historic Preservation Alternative would require amendments to the Specific Plan that must be voted on and adopted by voters.

5.5.3 Reduced Development Alternative (30% Reduction)

5.5.3.1 Description

As previously described, under the Reduced Development Alternative, the overall intensity of the proposed project, including residential and commercial development, would be reduced by 30 percent. As such, the Reduced Development Alternative would facilitate the future development of 1,253 residential units and approximately 308,000 square feet of non-residential uses. This represents a decrease of 538 residential units and approximately 132,000 square feet of non-residential uses as compared to the proposed project. Under this alternative, the demolition and removal of all or a substantial portion of the existing improvements associated with the LARC property, including the race track and infield area, grandstand, buildings, barns and structures and three artificial lakes, would still occur, similar to the proposed project. In addition, the extension of Moody Street from Cerritos Avenue to Katella Avenue and the extension of Vessels Circle from its current western terminus to intersect with the Moody Street extension would still occur, consistent with the Specific Plan. In addition, the approximately 11 acres of land on which park and recreational uses would be developed, including the land in Lots 1, 5 and 6, and the two additional acres of public park space that may be located in one or more of the land use districts established in the Specific Plan associated with the proposed project would be included in the Reduced Development Alternative

5.5.3.2 Comparison of Environmental Impacts

Aesthetics. The follow provides a comparison of potential aesthetic impacts between the proposed project and the Reduced Development Alternative.

Scenic Vistas and Scenic Resources. The City is almost entirely developed and no public vantage point provides substantial views of any water bodies, mountains, hills, or any other significant visual resources. Similar to the proposed project, given that no scenic vista is currently viewable from any public vantage point in proximity to the Buildout Area, the development of the Reduced Development Alternative would not alter an existing scenic vista or block views of any scenic vistas. Therefore, the Reduced Development Alternative would not have a substantial adverse effect on a scenic vista. In addition, due to distance and intervening land uses, no portion of the Buildout Area is visible from the officially designated segment of SR-91 or the eligible segment of Pacific Coast Highway. Therefore, the Reduced Development Alternative would have no impact related to the substantial damage of scenic resources within a State Scenic Highway, similar to the proposed project.

Visual Character and Public Views. The proposed project would include higher density development within the Buildout Area than currently exists, though at a lower density than the proposed project. Similar to the proposed project, the aesthetic character of the Buildout Area would change with implementation of the Reduced Development Alternative during both construction and operation. Construction of the proposed project would introduce the use of machinery such as excavators and bulldozers, and the presence of the construction equipment, as well as the construction activities, would temporarily alter the visual character of the project site. However, construction would be temporary and, due to the phased nature of construction activities, would be staggered across the project site. Therefore, the visual character of the Buildout Area would not be significantly impacted during construction activities.

All development pursuant to the Specific Plan would be required to consider and comply with, as applicable, all relevant sustainable design strategies stated or referenced in the Specific Plan. In addition, all development within the Buildout Area would be required to comply with the design regulations in the Zoning Ordinance that relate to scenic quality, including the objective design standards in Section 3.17.110 of the Zoning Ordinance with respect to multi-family development. The development would also be consistent with the mass and scale of existing development near the Buildout Area, which are primarily commercial and residential uses. Therefore, the Reduced Development Alternative would have a less than significant impact related to conflict with applicable zoning and other regulations governing scenic quality, similar to the proposed project.

Light and Glare. As the Buildout Area is in an urbanized area, lighting is produced in the vicinity of the Buildout Area by surrounding commercial and residential development, street lighting, and vehicles on adjacent roadways, including Katella Avenue, West Cerritos Avenue, Lexington Drive, and Walker Street. In addition, existing uses within the Buildout Area, such as the race track, include outdoor lighting features. Similar to the proposed project, all new housing or non-residential development within the Buildout Area would be required to comply with all applicable requirements related to light and glare, including applicable regulations of the 2022 State Building Energy Efficiency Standards (Title 24), all applicable sustainable design strategies related to lighting in the Specific Plan, and all applicable development standards related to lighting in the Zoning Ordinance. Consistent with these requirements and similar to the proposed project, all lighting associated with the Reduced Development Alternative would be shielded such that it would minimize light spillage onto adjacent properties. In addition, building exteriors of future development facilitated by the Reduced Development Alternative would generally be covered by non-reflective materials, which would minimize glare, and glass windows would be incorporated into each building design in accordance with development standards established in the Specific Plan and the City's Municipal Code.

As such, even though the Reduced Development Alternative would develop the Buildout Area at a reduced scale, the development facilitated by the Reduced Development Alternative would be similar in nature to the development facilitated by the proposed project. Therefore, the Reduced Development Alternative would have a less than significant impact related to aesthetics, similar to the proposed project.

Agriculture and Forestry Resources. The Reduced Development Alternative would develop the same area of the city (i.e., Buildout Area) with similar uses as the proposed project, including

residential and non-residential uses. As discussed in Section 4.2, Agriculture and Forestry Resources, the entire Buildout Area and surrounding area is designated as "Urban and Built-Up Land" by the California Department of Conservation's California Important Farmland Finder. In addition, the Buildout Area is not used for agricultural or forestry production and is not protected by, or eligible for, a Williamson Act contract. Therefore, the Reduced Development Alternative would have no impact related to agriculture and forestry resources, similar to the proposed project.

Air Quality. The following provides a comparison of potential air quality impacts between the proposed project and the Reduced Development Alternative. The Reduced Development Alternative would result in 538 fewer residential units and a reduction of approximately 132,000 square feet of non-residential uses as compared to the proposed project. This would result in a corresponding reduction in air quality emissions during construction and operation, as compared to the proposed project.

Construction. Due to the reduction in development, which would reduce construction timelines, construction of the Reduced Development Alternative would result in fewer air quality emissions as compared to the proposed project. As such, similar to the proposed project, construction emissions associated with full buildout of the Reduced Development Alternative would not exceed the SCAQMD thresholds for VOCs, NO_x, CO, SO_X, $PM_{2.5,}$ or PM_{10} emissions. Therefore, with compliance with regulatory requirements (as specified in **Regulatory Compliance Measures AIR-1** through **AIR-4**), construction impacts related to the cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under applicable federal or State ambient air quality standard would be less than significant, similar to the proposed project.

***Operation*.** As discussed in Section 4.3, Air Quality, operation of the proposed project would result in VOC emissions that would exceed the SCAQMD's significance criteria even with implementation of **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1**. As there are no additional feasible mitigation measures that would reduce project operational-source VOC emissions to a less-than-significant level, operation of the proposed project would result in a significant and unavoidable impact related to a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard. The Reduced Development Alternative would reduce operational emissions due to the reduction in residential units and non-residential uses. However, because the air quality emissions under the Reduced Development Alternative have not been quantified, it is unknown if implementation of the Reduced Development Alternative would result in VOC emissions below SCAQMD's significance criteria. Accordingly, this Draft EIR includes a qualitative, comparative discussion of this alternative based on available information and professional judgement, and it is therefore assumed that implementation of the Reduced Development Alternative would also result in significant and unavoidable impact related to a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard, albeit less than the proposed project.

***Health Risk Assessment*.** Construction of development envisioned under the Reduced Development Alternative may expose these nearby sensitive receptors to airborne particulates and pollutants from construction equipment (i.e., usually diesel-fueled vehicles and equipment). Therefore, **Mitigation Measure AIR-2**, which requires the use of U.S. EPA Tier 4 Final or cleaner construction

equipment if and to the extent commercially available, or the cleanest available technology that is commercially available and feasible or the preparation of project-specific construction HRA in certain circumstances, would also apply to the Reduced Development Alternative. Therefore, this impact would be less than significant with mitigation incorporated, similar to the proposed project. In addition, similar to the proposed project, the Reduced Development Alternative would not include the development of any uses identified by CARB as being substantial source of TACs that would require specific siting distances based on CARB recommendations. In addition, the industrial uses near the Buildout Area on the western and eastern boundaries are further than 500 feet, so any new sensitive receptors, such as proposed residential uses, will be consistent with CARB's siting recommendations. Therefore, impacts related to TACs would be less than significant, similar to the proposed project.

Conflict with Applicable Air Quality Plans. As discussed in Section 4.3, Air Quality, the proposed project would be consistent with Indicator 2 of the 2022 AQMP as the proposed project would not exceed the growth assumptions in Connect SoCal 2024 or the 2022 AQMP; however, the proposed project would have the potential to conflict or obstruct implementation of applicable air quality plans under Indicator 1 of the 2022 AQMP because buildout of the proposed project would result in significant and unavoidable long-term operational pollutant emissions. Although there is no feasible mitigation to reduce operational pollutant emissions to a less than significant level, **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1** would incorporate design features that would contribute to reducing criteria air pollutant emissions generated during operational activities associated with the proposed project. Overall, even with implementation of **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1,** the proposed project would result in a significant and unavoidable impact associated with conflict with applicable air quality management plans. Although the Reduced Development Alternative would reduce operational emissions due to the 30 percent reduction in residential units and non-residential uses, because the air quality emissions under the Reduced Development Alternative have not been quantified, it is unknown if implementation of the Reduced Development Alternative would result in long-term operational pollutant emissions that would be below applicable thresholds. Therefore, implementation of the Reduced Development Alternative would also result in significant and unavoidable impact associated with conflict with applicable air quality management plans.

Odors. Construction of the Reduced Development Alternative would generate similar odors as construction of the proposed project. Similar to the proposed project, these odors would be temporary and limited to the construction period. The Reduced Development Alternative would also not include any activities or operations that would generate objectionable odors and once operational, development envisioned under the Reduced Development Alternative would not be a source of odors. Therefore, the Reduced Development Alternative would not result in other emissions (such as those leading to odors) affecting a substantial number of people, similar to the proposed project.

Overall, although the Reduced Development Alternative would generate less air quality emissions when compared to the proposed project, because the air quality emissions under the Reduced Development Alternative have not been quantified, it is unknown if implementation of the Reduced Development Alternative would reduce the proposed project's air quality impacts to less than

significant levels. Therefore, implementation of the Reduced Development Alternative would have a significant and unavoidable air quality impact, even with implementation of **Mitigation Measure AIR-1, Mitigation Measure AIR-2,** and **Mitigation Measure TRA-1** and adherence to **Regulatory Compliance Measures AIR-1** through **AIR-4**, similar to the proposed project.

Biological Resources. The Reduced Development Alternative would develop the same area of the city (i.e., Buildout Area) with similar uses as the proposed project, including residential and non-residential uses, but at a reduced scale. The following provides a comparison of potential impacts to biological resources between the proposed project and the Reduced Development Alternative.

Habitats and Vegetation Communities. As discussed in Section 4.4, Biological Resources, the Buildout Area primarily consists of developed land cover. The dominant vegetation within this vegetation community includes ornamental landscaping and ruderal grassland with patches of herbaceous invasive species. Other vegetation communities within the Buildout Area include ornamental landscaping and artificial ponds. In addition, no portion of the Buildout Area contains designated or proposed critical habitat for any federally listed plant or animal species. Further, there is a high level of existing disturbance within the Buildout Area, and native wildlife habitat is largely absent within the Buildout Area and in the vicinity. The development surrounding the Buildout Area and the lack of ground cover and suitable foraging habitat make the site undesirable for many native wildlife species. Therefore, implementation of the Reduced Development Alternative would have no impact on any native habitats or vegetation communities, similar to the proposed project.

Special-Status Plant Species. As discussed in Section 4.4, Biological Resources, no special-status plants were observed within the Buildout Area during the reconnaissance survey; and none of the 30 special-status plant species from the records searches are expected to occur within the Buildout Area due to the lack of suitable habitat and/or conditions. Therefore, implementation of the Reduced Development Alternative would have no impact on any special-status plant species, similar to the proposed project.

Special-Status Wildlife Species and Migratory/Nesting Birds. As discussed in Section 4.4, Biological Resources, no special-status wildlife species were observed during the field survey, and suitable habitat for such species is absent from the Buildout Area due to the high level of development. In addition, no nesting birds or their nests were observed at the time of the field survey. However, based on a review of resource databases, 6 special-status wildlife species have the potential to occur on or near the Buildout Area, including monarch butterfly (*Danaus plexippus plexippus*), Ferruginous hawk (*Buteo regalis*), Swainson's hawk (*Buteo swainsoni*), western mastiff bat (*Eumops perotis californicus*), western yellow bat (*Lasiurus xanthinus*), and pocketed free-tailed bat (*Nyctinomops femorosaccus*). In addition, although no sign of roosting bats was observed during the September 2024 field survey, suitable day and night roosting habitat could be present at several of the building structures throughout the Buildout Area and within the ornamental palm trees located around the Buildout Area. Additionally, other ornamental tree species within the Buildout Area could provide habitat to native bats in the form of foliage, bark, or cavity roosts.

Implementation of the Reduced Development Alternative would develop the Buildout Area with similar uses as the proposed project, but at a reduced scale. As such, anticipated construction activities, including site preparation and grading activities, would be similar, although reduced. In

addition, potential direct and/or indirect impacts (e.g., noise during construction) could potentially disrupt or otherwise adversely affect bird nesting activities in and/or adjacent to the Buildout Area if construction activities would occur within the nesting bird season (between February 1 and August 31). Because construction of the Reduced Development Alternative would be similar, or slightly reduced, as compared to the proposed project, impacts on special-status species, including bats, and nesting birds would be similar with implementation of the Reduced Development Alternative as the proposed project. Therefore, the Reduced Development Alternative would also be required to adhere to **Regulatory Compliance Measure BIO-1**, requiring pre-construction bay surveys, and **Regulatory Compliance Measure BIO-2**, requiring pre-construction nesting bird surveys and active nest avoidance buffers during construction, and impacts would be less than significant.

Riparian Habitat and Sensitive Natural Communities. As discussed in Section 4.4, Biological Resources, the Buildout Area currently contains one existing drainage feature, one existing detention basin, and three existing artificial ponds. All of these aquatic features were constructed in previously graded or developed areas and do not represent natural stream channels, wetlands, or riparian systems. Their primary functions are aesthetic or related to stormwater conveyance and retention. As such, no riparian habitat is present within the Buildout Area. Therefore, similar to the proposed project, no impacts to riparian habitat would result from implementation of the Reduced Development Alternative.

Jurisdictional Waters. As previously discussed, there is one drainage feature, one detention basin, and three ponds within the Buildout Area. The three ponds and the detention basin are not expected to be regulated by USACE, RWQCB, or CDFW. However, the single drainage feature located on Lot 3 contains ruderal vegetation and may connect to Coyote Creek, which is tributary to the San Gabriel River and ultimately flows into the Pacific Ocean. Therefore, the removal of this drainage may be subject to regulation by the RWQCB and CDFW. Therefore, similar to the proposed project, the Reduced Development Alternative would be required to implement **Mitigation Measure BIO-1**, which requires a jurisdictional delineation be conducted prior to construction. In addition, similar to the proposed project, the Reduced Development Alternative would be required to adhere to **Regulatory Compliance Measures HYD-1** through **HYD-3** during construction and operation to address erosion-related impacts through implementation of construction site BMPs and operational-period biotreatment BMPs to avoid erosion and sedimentation impacts to downstream aquatic areas and water quality. With implementation of **Mitigation Measure BIO-1** and adherence to **Regulatory Compliance Measures HYD-1** through **HYD-3**, implementation of the Reduced Development Alternative would result in less than significant impacts on jurisdictional waters, similar to the proposed project.

Wildlife Movement and Nursery Sites. As discussed in Section 4.4, Biological Resources, the Buildout Area does not function as a wildlife movement corridor. In addition, as discussed above, the Reduced Development Alternative would comply with **Regulatory Compliance Measure BIO-1**, requiring pre-construction bay surveys, and **Regulatory Compliance Measure BIO-2**, requiring pre-construction nesting bird surveys and active nest avoidance buffers during construction. Therefore, similar to the proposed project, implementation of the Reduced Development Alternative would have a less than significant impact related to wildlife movement and nursey sites.

Local Policies and Ordinances. Similar to the proposed project, construction of Reduced Development Alternative would involve tree removal activities. As required by Article 3, Performance and Development Standards, Section 13 (3.13.070(c)), of the Municipal Code, existing trees would be preserved when feasible. In addition, all tree removal activities would be consistent with Section 3.9 of the Specific Plan, which supersedes the City's Landmark Tree Ordinance, as codified in Sections 17-17 through 17-27 of the City Municipal Code, and details the tree replacement development standards for development within the Buildout Area. Consistent with Specific Plan requirements, all tree removal required for future development would be described during site plan review and all removed trees would be replaced with an equivalent number of specimen trees. With adherence to the tree replacement development standards detailed in the Specific Plan, the Reduced Development Alternative would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, similar to the proposed project, and impacts would be less than significant.

Overall, implementation of the Reduced Development Alternative would have a less than significant impact related to biological resources with adherence to **Regulatory Compliance Measures BIO-1** and **BIO-2** and implementation of **Mitigation Measure BIO-1**, similar to the proposed project.

Cultural Resources. The following provides a comparison of potential impacts to cultural resources between the proposed project and the Reduced Development Alternative.

***Historical Resources*.** Implementation of the Reduced Development Alternative would include the demolition and removal of all or a substantial portion of the existing improvements associated with the LARC property, including the race track and infield area, grandstand, buildings, barns and structures and three artificial lakes, similar to the proposed project. As the pre-1970 track, the 1954 quarter-mile chute, and the grandstand are character-defining features that contribute to the LARC's eligibility for listing in the National Register and California Register, the demolition of the grandstand, chute, and track would be a potentially significant impact.

Demolition of a historic resource is considered a material impairment of the historical resource, and other than avoiding demolition, no feasible mitigation measures are available to fully mitigate the demolition of the historical resource to a less-than-significant level. However, similar to the proposed project, implementation of mitigation measures could reduce significant adverse impacts to some degree. If the historical significance of the character-defining features are thoroughly documented, well photographed, and publicly available, the demolition of the character-defining features would have a reduced impact on the historical significance of the character-defining features. As such, the Reduced Development Alternative would be required to implement **Mitigation Measures CUL-1** through **CUL-3**, similar to the proposed project, which requires documentation of the historic resource in accordance with the Historic American Building Survey (HABS) standards. Implementation of **Mitigation Measures CUL-1** through **CUL-3** would reduce, but not avoid, adverse impacts to the historical resource.

Because implementation of the Reduced Development Alternative would demolish the character-defining features of LARC Property, implementation of the Reduced Development Alternative would result in a substantial adverse change to a historic architectural resource under CEQA and impacts to

built-environment historic resources as defined in *State CEQA Guidelines* Section 15064.5 would be significant and unavoidable, similar to the proposed project.

Archaeological Resources. In addition, consistent with the proposed project, construction of the Reduced Development Alternative has the potential to significantly impact unidentified archaeological resources during ground-disturbing activities. Therefore, similar to the proposed project, the Reduced Development Alternative would be required to adhere to **Regulatory Compliance Measure CUL-1**, which detail provisions in the event that previously unknown cultural resources, including human remains, are discovered during ground-disturbing construction activities, consistent with the California Code of Regulations (CCR) Section 15064.5(e) and State Health and Safety Code Section 7050.5. Further, similar to the proposed project, the Reduced Development Alternative would also be required to adhere to **Regulatory Compliance Measure CUL-2** for the treatment of human remains in order to ensure that descendant communities have significant input in the treatment and final disposition of human remains, if encountered at the project site during future development activities. With adherence to **Regulatory Compliance Measures CUL-1** and **CUL-2,** implementation of the Reduced Development Alternative would result in less than significant impacts related to archaeological resources and human remains.

Overall, implementation of the Reduced Development Alternative would continue to result in a significant and unavoidable impact related to cultural (historical) resources, even with implementation of **Mitigation Measures CUL-1** through **CUL-3**, similar to the proposed project.

Energy. The Reduced Development Alternative would result in 538 fewer residential units and a reduction of approximately 132,000 square feet of non-residential uses as compared to the proposed project. This would result in a corresponding reduction in energy use associated with the residential development during construction and operation, as compared to the proposed project.

***Construction*.** Due to the reduction in development, the length of construction is estimated to be shorter than the proposed project and would result in less energy use as compared to the proposed project. As such, similar to the proposed project, construction energy use would not cause or result in the need for additional energy facilities or an additional or expanded delivery system and fuel consumption during construction would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature, and impacts would be less than significant, similar to the proposed project.

***Electricity and Natural Gas*.** As discussed in Section 4.6, Energy, operational activities associated with buildout of the proposed project would increase the annual electricity consumption in Orange County by a negligible percent. Due to the reduction in development, operational activities associated with buildout of the Reduced Development Alternative would also increase the annual electricity consumption in Orange County by a negligible percent. Furthermore, similar to the proposed project, future development envisioned under the Reduced Development Alternative would be constructed using energy efficient modern building materials and construction practices, and would use new modern appliances and equipment, in accordance with the Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608). Future development would also be designed to meet sustainability goals, including the CALGreen Code, Title 24 energy efficiency requirements, and AB 1881 water efficient landscape requirements. CALGreen Code and Title 24 building energy

efficiency standards establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting, which would reduce energy usage. Similar to the proposed project, the expected energy consumption during construction and operation associated with future buildout envisioned under the Reduced Development Alternative would be consistent with typical usage rates for residential and commercial uses; however, energy consumption is largely a function of personal choice and the physical structure and layout of buildings. As such, electrical and natural gas demand associated with operation of the Reduced Development Alternative would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Therefore, impacts would be less than significant, similar to the proposed project.

Fuel Usage. Similar to the proposed project, operation of the Reduced Development Alternative would also result in energy usage associated with gasoline and diesel fuel consumed by vehicle trips. As the Reduced Development Alternative would result in a 30 percent decrease in residential units and non-residential floor area, the Reduced Development Alternative would generate fewer vehicle trips to and from the Buildout Area. As discussed in Section 4.6, Energy, vehicle trips associated with buildout of the proposed project is expected to increase annual fuel consumption in Orange County by a negligible percent. As such, the Reduced Development Alternative would also increase annual fuel consumption in Orange County by a negligible percent. In addition, vehicles associated with trips to and from the Buildout Area would be subject to fuel economy and efficiency standards, which are applicable throughout the State. As such, the fuel efficiency of vehicles associated with future operation of the Reduced Development Alternative would increase throughout the life of the project, similar to the proposed project.

Lastly, similar to the proposed project, implementation of the Reduced Development Alternative would not conflict with or obstruct compliance with a State or local plan for renewable energy or energy efficiency, as energy impacts of the Reduced Development Alternative at the regional level would be negligible. Because California's energy conservation planning actions are conducted at a regional level, and because the Reduced Development Alternative's total impact on regional energy supplies would be minor, buildout of the Reduced Development Alternative would not conflict with or obstruct California's energy conservation plans as described in the CEC's Integrated Energy Policy Report.

Therefore, the Reduced Development Alternative would have a less than significant impact related to energy, similar to the proposed project.

Geology and Soils. As discussed in Section 4,7, Geology and Soils, although the Buildout Area is subject to strong ground motion resulting from earthquakes on nearby faults, no known faults cross the Buildout Area. In addition, landslides have not been recorded within the City boundaries and are not anticipated based on the lack of any significant topographic features. However, the entire city, including the Buildout Area, is designated as a liquefaction zone. Similar to the proposed project, new development within the Buildout Area facilitated by the Reduced Development Alternative would be subject to the seismic design criteria of the 2022 California Building Standards Code requirements that aim to prevent building collapse and reduce the impacts of seismic ground shaking, as specified in **Regulatory Compliance Measure GEO-1**. In addition, future construction contractors would be required to comply with the recommendations in the Geotechnical

Investigation, as detailed in **Mitigation Measure GEO-1**, to ensure liquefaction impacts are reduced to a less than significant level. **Mitigation Measure GEO-1** would require that the upper soils of the Buildout Area be stabilized with ground improvement techniques beneath any structure intended for human occupancy. The ground improvements may consist of Rammed Aggregate Piers, Vibrated Aggregate Piers, or similar techniques, and would be required to be designed by a qualified ground improvement contractor in an interactive process with the geotechnical engineer and structural engineer.

The Reduced Development Alternative would be required to comply with existing NPDES permit requirements, including the Construction General Permit, and Section 4.106 of the CALGreen Code during construction in order to ensure impacts related to erosion during construction would be less than significant (**Regulatory Compliance Measure HYD-1**). Further, the Reduced Development Alternative would also be required to implement stormwater management and treatment BMPS, such as detention basins and/or proprietary flow-based biofiltration systems, to address erosion impacts during operation (**Regulatory Compliance Measure HYD-3**).

Similar to the proposed project, construction of the Reduced Development Alternative has the potential to disturb native alluvium at a depth that could have an impact on paleontological resources. Therefore, the Reduced Development Alternative would also have to implement **Mitigation Measures GEO-2** and **GEO-3,** which make provisions for unknown paleontological resources discovery stop work procedures and worker training procedures, similar to the proposed project, in order to reduce potential impacts to less than significant.

Lastly, future development within the Buildout Area under the Reduced Development Alternative would be served by the City of Cypress and the Orange County Sanitation District and would not include the development of or use of any septic tanks or alternative wastewater disposal systems.

Therefore, the Reduced Development Alternative would have a less than significant impact related to geology and soils with adherence to **Regulatory Compliance Measure GEO-1** and implementation of **Mitigation Measure GEO-1** through **GEO-3**, similar to the proposed project.

Greenhouse Gas Emissions. The Reduced Development Alternative would result in 538 fewer residential units and a reduction of approximately 132,000 square feet of non-residential uses as compared to the proposed project. This would result in a corresponding reduction in GHG emissions during construction and operation compared to the proposed project due to the reduction in development and subsequent reduction in energy demand and trip generation.

Similar to the proposed project, because the Reduced Development Alternative would implement **Mitigation Measure AIR-1,** the Reduced Development Alternative would be consistent with the 2022 Scoping Plan key project attribute related to EV charging requirements. However, future development under the Reduced Development Alternative could be all-electric or could use natural gas. Therefore, **Mitigation Measure GHG-1,** which requires that future development either be all-electric or incorporate additional emission reduction measures if all-electric development is not feasible, would be applicable to the Reduced Development Alternative. In addition, the Reduced Development Alternative would also be required to implement **Mitigation Measure TRA-1,** which requires the implementation of TDM strategies, similar to the proposed project. Therefore, the

Reduced Development Alternative would be consistent with the identified measures and goals from Connect SoCal 2024 and, similar to the proposed project, the Reduced Development Alternative would result in less than significant impacts related to GHG emissions based on consistency with the 2022 Scoping Plan, as described above.

In addition, as the Reduced Development Alternative would result in less than significant impacts related to GHG emissions based on consistency with the 2022 Scoping Plan, as described above, the Reduced Development Alternative would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and impacts would be less than significant with implementation of **Mitigation Measure GHG-1, Mitigation Measure AIR-1,** and **Mitigation Measure TRA-1**, similar to the proposed project.

Overall, under the Reduced Development Alternative, construction and operational GHG emissions would be less than the proposed project due to the reduction in development and vehicle trips to and from the Buildout Area. However, implementation of the Reduced Development Alternative would still result in less than significant impacts with incorporation of **Mitigation Measure GHG-1, Mitigation Measure AIR-1,** and **Mitigation Measure TRA-1**, similar to the proposed project.

Hazards and Hazardous Materials. Similar to the proposed project, the Reduced Development Alternative would be required to comply with existing regulations pertaining to the transport and use of hazardous materials during construction and operation, including those listed in Section 4.9, Hazards and Hazardous Materials. In addition, long-term operations activities typical of residential and the non-residential uses envisioned under the Reduced Development Alternative involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, fertilizers, and pesticides. For example, maintenance activities related to landscaping include the use of fertilizers and light equipment (e.g., lawn mowers and edgers) that may require fuel. These types of activities do not involve the use of a large or substantial amount of hazardous materials. Further, such materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. In addition, operation of future residential and non-residential development associated with the Reduced Development Alternative would not store, transport, generate, or dispose of large quantities of hazardous substances, similar to the proposed project. Therefore, implementation of the Reduced Development Alternative would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

As discussed in Section 4.9, Hazards and Hazardous Materials, a CREC, HREC, and BER were identified within the Buildout Area. As such, the Phase I ESA recommended preparation and implementation of an Operations and Maintenance (O&M) Plan to safely manage the suspect ACMs and LBP associated with the existing buildings within the Buildout Area and the notification of the OCHCA as required in the case closure summary from 1996 for the CREC. No additional subsurface investigations were recommended. Because implementation of the Reduced Development Alternative would occur within the same area as the proposed project and would be subject to the same hazardous conditions present within the Buildout Area, future development facilitated by the Reduced Development Alternative would be required to implement these recommendations, similar

to the proposed project and as detailed in **Mitigation Measure HAZ-1**. In addition, a comprehensive asbestos survey would be required prior to demolition under the Reduced Development Alternative, consistent with SCAQMD Rule 1403 and similar to the proposed project. Therefore, impacts associated with the release of hazardous materials into the environment through reasonably foreseeable upset and accident conditions would be less than significant with adherence to existing regulatory requirements, including SCAQMD Rule 1403, and implementation of **Mitigation Measure HAZ-1,** requiring implementation of the recommendations provided in the Phase I ESA, similar to the proposed project.

In addition, as discussed in Section 4.9, database searches of the Buildout Area, including a GeoTracker search and a search of Superfund sites, determined that the Buildout Area is not included on a list of hazardous materials sites that could create a significant hazard to the public or the environment, is not included on the Cortese List compiled pursuant to Government Code Section 65962.5, and is not a recorded Superfund site.

Similar to the proposed project, implementation of the Reduced Development Alternative would also not result in a safety hazard or excessive noise for people residing or working in the Buildout Area because any future development within the Buildout Area would be required to comply with all appropriate FAA standards and requirements, including **Regulatory Compliance Measure HAZ-1**, which requires that the FAA be notified of any proposed structure(s) that would penetrate the 100 to 1 imaginary surface that surrounds the runway at JFTB Los Alamitos.

Future development projects within the Buildout Area under the Reduced Development Alternative would be required to conform with the adopted emergency response or evacuation plan established by the City and would be required to conform with applicable City standards and criteria that specify general fire safety provisions consistent with the California Fire Code, such as automatic, on-site fire protection systems, such as sprinklers in multi-occupancy buildings; and maintenance of certain vegetation that pose a fire hazard risk. Therefore, implementation of the Reduced Development Alternative would not impair implementation of or physically interfere with the adopted emergency response plan or emergency evacuation plan or result in impacts related to the exposure of people or structures to a significant risk of loss, injury or death involving wildland fires.

Therefore, the Reduced Development Alternative would have a less than significant impact related to hazards and hazardous materials with adherence to **Regulatory Compliance Measure HAZ-1** and implementation of **Mitigation Measure HAZ-1**, similar to the proposed project.

Hydrology and Water Quality.. As the Reduced Development Alternative would be located at the same location as the proposed project, the Reduced Development Alternative would be subject to the same hydrologic conditions as the proposed project.

Construction. Similar to the proposed project, future development under the Reduced Development Alternative would be required to comply with applicable construction permits and regulations associated with water quality. Specifically, construction of future development associated with the Reduced Development Alternative would disturb more than one acre of soil, those projects would

be subject to the requirements of the Construction General Permit[11], as specified in **Regulatory Compliance Measure HYD-1**. As required by the Construction General Permit, the Construction Contractor would be required to prepare a SWPPP and implement construction BMPs detailed in the SWPPP during construction activities. The SWPPP would detail the BMPs to be implemented during construction. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. If construction of future development associated with the Reduced Development Alternative would disturb less than one acre of soil and are not a part of a larger common plan, those projects would be required to comply with Section 4.106 of the 2022 California Green Building Standards Code (CALGreen Code), as specified in **Regulatory Compliance Measure HYD-1**. Section 4.106 of the CALGreen Code requires implementation of BMPs to prevent flooding and erosion and to retain sediment on site. Compliance with the requirements of the Construction General Permit or Section 4.106 of the CALGreen Code, including incorporation of construction BMPs, would ensure that construction impacts related to waste discharge requirements, water quality standards, degradation of water quality, increased pollutant discharge, and alteration of receiving water quality would be less than significant, similar to the proposed project.

Similar to the proposed project, it is likely that groundwater dewatering would be required during excavation activities associated with buildout of the Reduced Development Alternative. Groundwater dewatering activities during excavation would be conducted in accordance with the Groundwater Dewatering Permit[12], as specified in **Regulatory Compliance Measure HYD-2**. This permit requires testing and treatment (as necessary) of groundwater encountered during groundwater dewatering prior to release to the storm drain system. As a result, groundwater dewatering would not introduce pollutants to receiving waters at levels that would violate water quality standards or waste discharge requirements, degrade water quality, increase pollutant discharge, or alter the quality of the receiving water. With implementation of **Regulatory Compliance Measures HYD-1** and **HYD-2**, impacts associated with the violation of water quality standards or waste discharge requirements during construction of the Reduced Development Alternative would be less than significant, similar to the proposed project. Implementation of **Regulatory Compliance Measures HYD-1** and **HYD-2** would also ensure that construction impacts related to on-site, off-site, or downstream erosion or siltation; exceeding the capacity of the adjacent stormwater drainage systems; providing substantial additional sources of polluted runoff; resulting in an increase in any pollutant for which the receiving water body is already impaired; and causing or contributing to an exceeded applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses would be less than significant, similar to the proposed project.

---

11 SWRCB. 2022. *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (General Permit), Order WQ 2022-0057-DWQ, NPDES No. CAS000002*. Adopted September 8.

12 Santa Ana RWQCB. 2020. The *General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimis) Threat to Water Quality*, *Order No. R8-2020-0006, NPDES No. CAG998001.* June 19.

Operation. Implementation of the Reduced Development Alternative would increase the amount of impervious surface area within the Buildout Area due to the development of the residential and non-residential uses within the Buildout Area. However, because implementation of the Reduced Development Alternative would result in 538 fewer residential units and a reduction of approximately 132,000 square feet of non-residential uses as compared to the proposed project, it is assumed that implementation of the Reduced Development Alternative would result in less impervious surface area than the proposed project. During operation, the Reduced Development Alternative would be required to comply with the requirements of the Orange County MS4 Permit,[13] similar to the proposed project. Compliance with the Orange County MS4 Permit is achieved through adherence to Chapter 13-23 of the Cypress Municipal Code. As required by Chapter 13-23 of the Cypress Municipal Code, and specified in **Regulatory Compliance Measure HYD-3**, the Reduced Development Alternative would be required to prepare of a project-specific WQMP to specify BMPs that would be implemented to capture, treat, and reduce pollutants of concern in stormwater runoff. With implementation of **Regulatory Compliance Measure HYD-3**, impacts associated with the violation of water quality standards or waste discharge requirements; providing substantial additional sources of polluted runoff; and resulting in an increase in any pollutant for which the receiving water body is already impaired during operation of the Reduced Development Alternative would be less than significant, similar to the proposed project.

All stormwater from the Buildout Area under the Reduced Development Alternative would also discharge to the Cerritos Avenue Storm Drain, Katella Avenue Storm Drain, Lexington Drive Storm Drain, and Walker Street Storm Drain and ultimately the Los Alamitos Channel, similar to the existing conditions and the proposed project. Because implementation of the Reduced Development Alternative would result in less overall development than the proposed project, it is assumed that the Reduced Development Alternative would have less impervious surface area within the Buildout Area and would result in less stormwater runoff into the surrounding storm drain infrastructure as compared to the proposed project. In addition, the Reduced Development Alternative would also be required to implement similar storm drain infrastructure improvements as the proposed project, including upsizing the existing 18-inch storm drain line in Vessels Circle to a 30-inch to provide sufficient capacity for the 25-year high confidence storm event flowrate. Therefore, because the Drainage Report prepared for the proposed project concluded that implementation of the proposed project would not adversely affect the downstream receiving drainage facilities and the Reduced Development Alternative would implement similar improvements to the storm drain infrastructure, implementation of the Reduced Development Alternative would not exceed the capacity of the adjacent stormwater drainage systems, similar to the proposed project.

Similar to the proposed project, implementation of the Reduced Development Alternative would not substantially change infiltration within the Buildout Area because the Buildout Area has low infiltration potential. In addition, even though GSWC West Orange's water supply sources include groundwater pumped from the Orange County Groundwater Basin, increased water use during operation of the Reduced Development Alternative would not substantially affect groundwater

[13] Santa Ana RWQCB. *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County, Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062.*

supplies, because the groundwater basin has been sustainably managed by OCWD over the last 10 years and will continue to be sustainably managed. In addition, OCWD and GSWC West Orange coordinate in order to ensure that groundwater extracted for municipal water supplies would not substantially deplete groundwater supplies. Therefore, operational impacts related to a decrease in groundwater supplies or interference with groundwater recharge with implementation of the Reduced Development Alternative would be less than significant, similar to the proposed project.

Because the Reduced Development Alternative would be located at the same location as the proposed project, it would be subject to the same conditions related to flooding, dam failure, seiche, tsunami, and mudflow. As discussed in Section 4.10, Hydrology and Water Quality, the Buildout Area is not located within a 100-year floodplain, an inundation zone of a levee, or an area mapped by the California Emergency Management Agency as being potentially inundated by a tsunami. In addition, the Buildout Area is relatively flat and not at risk of mudflow and, due to the distance from the nearest enclosed body of water to the Buildout Area, the Buildout Area is not in a seiche hazard zone. Therefore, no impact related to these hydrologic hazards would occur with implementation of the Reduced Development Alternative, similar to the proposed project. However, the Buildout Area is located within the inundation zone of Prado Dam and the Carbon Canyon Dam. Although the Reduced Development Alternative would facilitate the construction of new structures in a dam inundation zone, similar to the proposed project, the Reduced Development Alternative would not increase the chance of inundation from failure of Carbon Canyon Dam or Prado Dam. Further, the potential for dam failure is remote and the City's emergency evacuation plans would be implemented if these dams were susceptible to rupture during heavy rains or other events. Therefore, impacts related to the exposure of people and structures to significant risk associated with flooding as a result of dam failure with implementation of the Reduced Development Alternative would be less than significant, similar to the proposed project.

No riparian habitat currently exists within the Buildout Area. However, four potential jurisdictional water resources currently exist within the Buildout Area, including three artificial ponds located within the LARC racetrack area, one drainage feature, and one detention basin. Similar to the proposed project, if the Reduced Development Alternative would impact these existing features feature or the detention basin, regulatory permits may be required, including those under Section 404 of the CWA as administered by the USACE, the Water Quality Certification under Section 401 of the CWA or Waste Discharge Requirements under the Porter-Cologne Water Quality Control Act as administered by the Santa Ana RWQCB, or the Streambed Alteration Agreement under Section 1602 of the California Fish and Game code as administered by CDFW, as detailed in **Mitigation Measure BIO-3**. Therefore, with implementation of **Mitigation Measure BIO-3**, potential impacts on aquatic, wetland, or riparian habitat with implementation of the Reduced Development Alternative would be less than significant, similar to the proposed project.

Therefore, the Reduced Development Alternative would have a less than significant impact related to hydrology and water quality, similar to the proposed project.

Land Use and Planning. Given the nature of the uses envisioned under the Reduced Development Alternative, the future buildout of the Buildout Area would improve existing connectivity in the area with the extension of Moody Street and Vessels Circle and would not divide or separate any existing land uses or neighborhoods. The neighboring residential communities would not be separated by

the proposed road extensions or proposed buildout of the Reduced Development Alternative. Implementation of the Reduced Development Alternative would implement the vision of the Specific Plan and would not introduce an inconsistency with the existing uses in the surrounding area and would be consistent with all General Plan and zoning designations. Therefore, the Reduced Development Alternative would not result in the physical division of an established community, similar to the proposed project. Like the proposed project, the Reduced Development Alternative would create more opportunities for connection due to the Moody Street and Vessels Circle extensions that create new north-south and east-west connections in the Buildout Area.

In addition, as the Reduced Development Alternative would develop the Buildout Area with similar uses as the proposed project, the Reduced Development Alternative would not be inconsistent with Connect SoCal, the City's General Plan, City's Zoning Ordinance, or the Specific Plan. Similar to the proposed project, the Reduced Development Alternative does not include any proposed amendments or modifications to the adopted Specific Plan. However, the Reduced Development Alternative would not result in as many residential units as contemplated in the Specific Plan and would further reduce the square footage of the town center area. As such, the Reduced Development Alternative would not introduce inconsistencies in the applicable City land use and planning policies.

Further, future development applications contemplated within the Buildout Area would also be required to comply with all applicable regulations and standards related to land use and planning. Any future development or redevelopment projects requiring discretionary actions would also be subject to environmental review, in accordance with the provisions of CEQA and the *State CEQA Guidelines.* Therefore, the Reduced Development Alternative would have a less than significant impact related to land use and planning, similar to the proposed project.

Mineral Resources. The Reduced Development Alternative would develop the same area of the city (i.e., Buildout Area) with similar uses as the proposed project and would be subject to the same conditions related to mineral resources as the proposed project. As discussed in Section 4.12, Mineral Resources, there are no known mineral resources in or in the vicinity of the Buildout Area, and there are no other known mineral deposits or resources within the City that are of significant value to the region or the State. In addition, the Buildout Area does not contain a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Therefore, the Reduced Development Alternative would have no impact related to mineral resources, similar to the proposed project.

Noise. The Reduced Development Alternative would develop the same area of the city (i.e., Buildout Area) with similar uses as the proposed project; however, the overall intensity of the proposed project, including residential and commercial development, would be reduced by 30 percent. As such, the Reduced Development Alternative would facilitate the future development of 1,253 residential units and approximately 308,000 square feet of non-residential uses. This represents a decrease of 538 residential units and approximately 132,000 square feet of non-residential uses as compared to the proposed project and would result in a corresponding reduction in operation noise associated with the residential development during operation, as compared to the proposed project.

Construction. Although the development under the Reduced Development Alternative would be less intense than the proposed project, noise- and vibration-generating construction activities for both projects would be similar because construction would require the same types of construction activities and equipment. Similar to the proposed project, compliance with the allowed construction hours in the City's Noise Ordinance would ensure that construction noise does not disturb residents during typical sleeping hours or during hours when ambient noise levels are likely to be lower (i.e., at night). Therefore, the Reduced Development Alternative's construction noise impacts would be less than significant, similar to the proposed project.

As discussed in Section 4.13, Noise, the nearest existing residential building at the edge of Lot 13 and south of Lot 3 would experience vibration levels below the FTA threshold for building damage. As the Reduced Development Alternative would also include construction activities in this area, it would result in a similar less than significant impact related to vibration damage.

In addition, construction-generated ground-borne vibration associated with the Reduced Development Alternative would not exceed FTA thresholds related to human annoyance at nearby sensitive receptors, similar to the proposed project. Therefore, similar to the proposed project, the Reduced Development Alternative would result in less than significant impacts related to potential vibration-related human annoyance.

Operation. As the Reduced Development Alternative would result in fewer vehicle trips to and from the Buildout Area due to the reduced development. As such, traffic noise impacts would be less than the proposed project (i.e., less than 0.9 dBA along the analyzed road segments). A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, off-site traffic noise impacts would be less than significant, similar to the proposed project.

Similar to the proposed project, development under the Reduced Development Alternative would generate various on-site stationary noise sources, including heating, ventilation, and air conditioning (HVAC) and commercial uses activities such as loading and unloading and parking lot activities, but at a reduced scale. The Cypress Municipal Code limits non-construction noise experienced at surrounding noise-sensitive uses to 55 dBA or less per the hourly daytime noise level standards for Noise Zone 1 and 60 dBA or less for Noise Zone 2. Similar to the proposed project, preparation of a specific acoustical analysis would be required to confirm compliance with the City's exterior and interior noise standards related to land use compatibility, as established in City of Cypress Municipal Code Chapter 8 (Noise), Sections 8-1-4 and 8-1-5, which set forth allowable noise limits by noise zone and authorize the City to require noise measurements or acoustical studies to verify compliance with applicable standards prior to or following project occupancy. Therefore, as the Reduced Development Alternative would meet the City's noise standards, impacts would be less than significant, similar to the proposed project.

In addition, as the Reduced Development Alternative would be located in the same area as the proposed project, the Reduced Development Alternative would also be located within the 60 dBA CNEL noise contour, but outside of the 65 dBA CNEL noise contour for JFTB Los Alamitos. The Buildout Area is also located within Noise Impact Zone 2 (moderate noise impact) and is outside of Noise Impact Zone 1 (high noise impact) defined by the Airport Environs Land Use Plan. However,

similar to the proposed project, given that the Reduced Development Alternative does not contain outdoor sensitive receptors and the City defined levels between 60 and 65 dBA CNEL as conditionally acceptable with the incorporation of an HVAC system allowing a windows- closed condition and standard building construction, impacts related to exposing people residing or working in the area to excessive noise levels due to airport operations would be less than significant, similar to the proposed project.

Overall, under the Reduced Development Alternative, operational noise impacts would be less than the proposed project due to the reduction in the number of vehicle trips to and from the Buildout Area and implementation of the Reduced Development Alternative would have a less than significant noise impact with implementation of **Mitigation Measure NOI-1**, similar to the proposed project.

Population and Housing. Because of the reduced scale, implementation of the Reduced Development Alternative would result in fewer future residents and less long-term employment opportunities within the Buildout Area compared to the proposed project. Assuming a ratio of 3.08 people per household, the Reduced Development Alternative would result in a net increase of approximately 3,860 persons at full buildout, which was assumed to take place over 12 years, for an average of 322 people per year.[14] This represents a reduction of 1,656 residents at the Buildout Area with full buildout of the alternative compared to the proposed project.

Similar to the proposed project, the Specific Plan allows for the construction of the residential uses facilitated by the Reduced Development Alternative and the Reduced Development Alternative population increase is within the planned growth for the region. As such, the Reduced Development Alternative would not result in unplanned growth as the City has already planned for the reasonably foreseeable development of housing within the Buildout Area as a way of meeting the City's RHNA obligations. However, because implementation of the Reduced Development Alternative would include 1,253 residential units (538 fewer residential units within the Buildout Area compared to the proposed project), the Reduced Development Alternative would not be consistent with the amount of housing identified in the Specific Plan and City's Housing Element for the Buildout Area. In addition, as the Buildout Area does not contain any habitable or occupied structures, implementation of this alternative would not require the demolition of existing housing and would not displace an existing population residing within the Buildout Area.

Therefore, the Reduced Development Alternative would have a less than significant impact related to population and housing, similar to the proposed project.

Public Services. The Reduced Development Alternative would result in 1,656 fewer residents in the Buildout Area that would be added to the City's population. This would result in a corresponding reduction in demand for public services, including on fire and police protection services, schools, parks, and other public services, as compared to the proposed project.

As discussed in Section 4.15, Public Servies, implementation of the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically

[14] 1,253 households x 3.08 persons per household = 3,860 persons

altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire and police protection services, schools, or parks with adherence to **Regulatory Compliance Measure PS-1, Regulatory Compliance Measure PS-2, Regulatory Compliance Measure PS-3,** and the payment of applicable development impact fees. As implementation of the Reduced Development Alternative would result in a decreased demand on these services as compared to the proposed project, implementation of the Reduced Development Alternative would also result in less than significant impacts on these services. The Reduced Development Alternative would also be required to adhere to **Regulatory Compliance Measure PS-1, Regulatory Compliance Measure PS-2, Regulatory Compliance Measure PS-3,** and the payment of applicable development impact fees.

In addition, implementation of the Reduced Development Alternative would generate additional funding for the City and County through the additional property tax revenue, similar to the proposed project. These funds could be used for the development of new or expanded library facilities or new library equipment if required. Therefore, implementation of the Reduced Development Alternative would also result in less than significant impacts on other public services, including the Orange County Public Library (OCPL) system.

Therefore, the Reduced Development Alternative would have a less than significant impact related to public services with adherence to **Regulatory Compliance Measure PS-1, Regulatory Compliance Measure PS-2, Regulatory Compliance Measure PS-3,** and the payment of applicable development impact fees, similar to the proposed project.

Recreation. The Reduced Development Alternative would result in a corresponding reduction in demand on parks and recreation facilities due to fewer residential units and less nonresidential development, compared to the proposed project.

As discussed in Section 4.16, Recreation, the City currently has 93.9 acres of parkland available for its 48,782 residents, and it currently provides approximately 1.92 acres of parkland per 1,000 residents, which does not meet the City's parkland objective of 4.5 acres per 1,000 residents. The additional residents with implementation of the Reduced Development Alternative would change this ratio. Similar to the proposed project, implementation of the Reduced Development Alternative would include approximately 11 acres of land on which park and recreational uses would be developed. The existing Lexington Park, which is approximately nine acres and has already been developed adjacent to Lots 1 and 2 of VTTM 19247, is counted as part of the existing parkland acreage in the City. The specific amenities and improvements that would be developed in the additional two acres of public park space would be determined in connection with future development projects that are proposed within the Buildout Area. The Reduced Development Alternative would also include additional open space areas as an amenity for future residents.

In addition, as specified in Article VI of the City's Municipal Code, the City requires land to be dedicated as parks for subdivisions that include new residential construction that qualify as dwelling units as defined by Section 6.31.020(D) of the City's Zoning Ordinance and Section 205(D) of the 2001 California Building Code as they currently exist. The Municipal Code also allows payment of park fees or a credit for private open space in lieu of the land dedication. Similar to the proposed

project, the Reduced Development Alternative would be required to adhere to **Regulatory Compliance Measure PS-3**, which requires compliance with Article VI of the City's Municipal Code. Therefore, the Reduced Development Alternative would have a less than significant impact on parks and recreation, similar to the proposed project.

Transportation. Under this alternative, the extension of Moody Street from Cerritos Avenue to Katella Avenue and the extension of Vessels Circle from its current western terminus to intersect with the Moody Street extension would still occur, consistent with the Specific Plan and proposed project, and would be constructed consistent with City standards and regulations.

Similar to the proposed project, the Reduced Development Alternative would not conflict with any of the goals and policies contained in the City's General Plan related to the circulation system. The Reduced Development Alternative would also be consistent with, and reinforce, applicable Connect SoCal 2024 goals, including Connect SoCal 2024's goals to develop, connect and sustain communities that are livable and thriving and to create a healthy region for the people of today and tomorrow, by providing additional housing opportunities within locations near amenities and already used by the public for commercial, recreational, and/or professional uses. In addition, the proposed project would support the development, connection, and sustainability of communities that are livable and thriving by providing necessary housing for all income levels in a bustling economic corridor.

In addition, the Reduced Development Alternative would not conflict with any adopted transit system plans, guidelines, policies, or standards as implementation would not interfere with implementation of applicable transit planning documents, including the specific actions to address the growing need for expanded transit service contained in the City's General Plan Circulation Element, 2024 Orange County Transit Vision Master Plan,[15] and the County's Directions 2050 plan,[16] which would update OCTA's Long-Range Transportation Plan (LRTP). Further, implementation of the Reduced Development Alternative would provide sidewalks along the frontages and pedestrian sidewalks and pathways would be provided throughout the Buildout Area and provide connections to existing pedestrian and bicycle facilities in the surrounding area, similar to the proposed project. Additionally, as discussed further below and detailed in **Mitigation Measure TRA-1**, the Reduced Development Alternative would be required to implement feasible TDM strategies to mitigate the alternative's VMT impact, which include constructing or improving bicycle facilities that would connect the proposed project to the existing regional bicycle network and improving the pedestrian network, including the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area. Therefore, the Reduced Development Alternative would not conflict with any adopted bicycle or pedestrian system plans, guidelines, policies, or standards.

Similar to the proposed project, the Reduced Development Alternative would also be required to prepare and implement a TCP during construction activities, as detailed in development agreement for the proposed project, that would be submitted to the City of Cypress Public Works Department for review and approval, in order to reduce impacts to roadway systems during construction. In

15 Orange County Transportation Authority (OCTA). 2025. *2024 Orange County Transit Vision Master Plan*. May.

16 OCTA. 2025. OCTA Seeks Public Input to Help Shape Orange County's Transportation Future. October 3. Website: https://www.octa.net/news/news-releases/octa-seeks-public-input (accessed October 2025).

addition, similar to the proposed project, although the Reduced Development Alternative would also result in a significant and unavoidable VMT impact, the VMT impact does not, by itself, indicate inconsistency with circulation system policies or a failure to accommodate multimodal transportation. Therefore, based on the above analysis, and because the Reduced Development Alternative would be required to adhere to the Specific Plan and the General Plan, similar to the proposed project, the Reduced Development Alternative would generally be consistent with all programs, plans, ordinances, and policies addressing the circulation system, including those regulating transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant, similar to the proposed project.

As the Reduced Development Alternative would result in fewer residential units and a reduction in non-residential uses as compared to the proposed project, the Reduced Development Alternative would generate fewer vehicle trips to and from the Buildout Area and a reduction in VMT during operation. However, without quantification of VMT or alternative-specific VMT analysis, it cannot be determined if the reduction in proposed development and vehicle trips to and from the project site would reduce VMT impacts to below applicable significance thresholds. As such, the Reduced Development Alternative would also be required to implement the VMT reduction measures detailed in **Mitigation Measure TRA-1**. Implementation of **Mitigation Measure TRA-1** would require the Reduced Development Alternative to reduce overall VMT; however, even with implementation of **Mitigation Measure TRA-1**, without quantification of VMT or alternative-specific VMT analysis, VMT impacts under the Reduced Development Alternative would be **significant and unavoidable**, similar to the proposed project.

Lastly, the Reduced Development Alternative would not substantially increase hazards due to a geometric design feature or result in inadequate emergency access as all roadway improvements in and around the Buildout Area shall be designed and constructed in accordance with Chapter 25, Article 5, Public Improvements, of the City's Municipal Code and applicable Public Works Design Standards, similar to the proposed project. In addition, except as otherwise provided in the Specific Plan, all final site and roadway improvement plans shall conform to the City's Public Works Design Criteria Manual, which incorporates California Manual on Uniform Traffic Control Devices (CA MUTCD) standards for intersection control, sight distance, and geometric design, and all final improvement and site access plans shall be subject to review and approval by the City's Public Works Department and the Orange County Fire Authority prior to issuance of building permits.

Overall, implementation of the Reduced Development Alternative would have a significant and unavoidable transportation impact related to VMT, even with implementation of **Mitigation Measure TRA-1**, similar to the proposed project.

Tribal Cultural Resources. The Reduced Development Alternative would develop the same area of the city (i.e., Buildout Area) with similar uses as the proposed project, including residential and non-residential uses, at a reduced scale. Similar to the proposed project, construction of this alternative has the potential to significantly impact unidentified tribal cultural resources during ground-disturbing activities, similar to the proposed project. Therefore, consistent with the proposed project, the Reduced Development Alternative would be required to adhere to **Regulatory Compliance Measures CUL-1** and **CUL-2**, which detail provisions in the event that previously unknown cultural resources, including human remains, are discovered during ground-disturbing

construction activities, consistent with the California Code of Regulations (CCR) Section 15064.5(e) and State Health and Safety Code Section 7050.5. In addition, because the Reduced Development Alternative would be located at the same location as the proposed project, the alternative would also be required to implement **Mitigation Measures TCR-1** through **TCR-4**, which require tribal cultural resources training and ALERT sheet posting, on-site tribal monitoring during ground disturbance of native sediment, and provisions in the event that previously unknown tribal cultural resources (including human remains and funerary objects) are discovered during ground-disturbing construction activities.

With adherence to **Regulatory Compliance Measures CUL-1** and **CUL-2** and implementation of **Mitigation Measures TCR-1** through **TCR-4**, the potential impacts to known and unknown tribal cultural resources would be less than significant with mitigation incorporated, similar to the proposed project.

Utilities and Service Systems. The Reduced Development Alternative would result in a reduction in demand on utilities, including water, wastewater, stormwater, electricity, natural gas, and telecommunications, as compared to the proposed project. Similar to the proposed project, the Reduced Development Alternative would connect to existing utility infrastructure in the vicinity of the Buildout Area and would include the installation of the same or similar utility improvements as the proposed project.

Similar to the proposed project, implementation of the Reduced Development Alternative would not require the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities or infrastructure, beyond those associated with the alternative detailed above. Because the Reduced Development Alternative would result in less demand on utilities and Section 4.19, Utilities and Service Systems determined that GSWC and OC San could adequately serve the development under the proposed project, these water and wastewater service provides could adequately accommodate the development under the Reduced Development Alternative. Further, the stormwater drainage system under Reduced Development Alternative, as required by **Regulatory Compliance Measure HYD-3,** would be designed to ensure that operation of the Reduced Development Alternative would not result in a substantial increase in the rate or amount of surface runoff, flow, and volume that would exceed the capacity of the adjacent stormwater drainage systems, and no new additional infrastructure would be required. Lastly, SCE and SoCalGas would be able to adequately serve the Reduced Development Alternative, similar to the proposed project.

Additionally, similar to the proposed project, all future projects implemented in accordance with the proposed project would be required to adhere to the Specific Plan, provide required development impact fees, and comply with applicable development regulations pertaining to utility improvements and connections. As a part of the development review process, all future projects would be required to demonstrate that existing public utilities would be sufficient to serve the future projects' needs, through the issuance of a will serve letter. As such, the Reduced Development Alternative would not require the relocation or construction of new or expanded utilities and impacts would be less than significant.

In addition, similar to the proposed project, impacts related to solid waste with implementation of the Reduced Development Alternative would be less than significant with adherence to **Regulatory Compliance Measure UTIL-1** requiring compliance with the City's Construction and Demolition Ordinance. Further, solid waste from future development facilitated by the Reduced Development Alternative would be required to comply with State and local solid waste reduction, diversion, and recycling policies and regulations, including AB 1327 (wood waste disposal), Chapter 18 of the California Solid Waste Reuse and Recycling Access Act of 1991 (requires adequate, permanent space for recycling and solid waste collection at new developments), AB 939 (California Department of Resources Recycling and Recovery [CalRecycle]), AB 75 (solid waste diversion), AB 1826 (organic waste recycling), and SB 1383 (organic waste collection services). With adherence to these existing regulatory requirements and because the Reduced Development Alternative would generate less solid waste as compared to the proposed project, the Historic Preservation Alternative would also result in less than significant impacts related to solid waste.

Therefore, the Reduced Development Alternative would have a less than significant impact related to utilities and service systems with adherence to **Regulatory Compliance Measure UTIL-1**, similar to the proposed project.

Wildfire. As discussed in Section 4.20, Wildfire, according to the CAL FIRE VHFHSZ for the Orange County region, the entire city is designated as a non-VHFHSZ,[17] and the city does not include a SRA. The nearest VHFHSZ to the Buildout Area is approximately 6.8 miles northeast in Coyote Hills on the western side of Fullerton.[18] The nearest SRA is in Puente Hills, approximately 12 miles northeast of the Buildout Area. As such, the Buildout Area is not located in or near any SRAs or lands classified as VHFHSZs. Therefore, the Reduced Development Alternative would have no impact related to wildfire, similar to the proposed project.

5.5.3.3 Attainment of Project Objectives

The Reduced Development Alternative would not meet the project objectives to the same extent as the proposed project, as discussed further below.

1. Provide a significant number of new residential units in the Buildout Area to help meet the unmet demand for housing in the City and the project vicinity, consistent with the City's Housing Element and the Cypress Town Center and Commons Specific Plan 3.0 approved by the voters of the City of Cypress.

   While the Reduced Development Alternative would facilitate development of 1,253 residential units within the Buildout Area, which would help meet the significant unmet demand for housing in the City and the project vicinity, the Reduced Development Alternative would result in 538 fewer residential units than the proposed project. As such, the Reduced Development Alternative would no satisfy this objective to the same extent as the proposed project.

[17] California Department of Forestry and Fire Protection (CAL FIRE). 2011. Very High Fire Hazard Severity Zones in LRA. Website: https://osfm.fire.ca.gov/media/6739/fhszl_map30.pdf (accessed February 6, 2025).

[18] Ibid.

2. Establish a mixed-use town center that is intended to be the City's "main street" and a gathering place for the community with a vibrant mix of entertainment, retail, restaurant, commercial and residential uses.

   While the Reduced Development Alternative would facilitate development of new residential and non-residential uses, including a mix of entertainment, retail, restaurant, and commercial uses, within the Buildout Area, which would establish the Buildout Area as a mixed-use town center, the Reduced Development Alternative would result in 538 fewer residential units and a reduction of approximately 132,000 square feet of non-residential uses as compared to the proposed project. As such, the Reduced Development Alternative would not meet this objective to the same extent as the proposed project.

3. Revitalize a large urban area in the City that is currently significantly underutilized.

   Similar to the proposed project, the Reduced Development Alternative would facilitate the development of the Buildout Area with new residential and non-residential uses, consistent with the Specific Plan. Therefore, the Reduced Development Alternative would revitalize a large urban area in the City that is currently significantly underutilized. However, the Reduced Development Alternative does not include the same residential or nonresidential density as the proposed project, as permitted in the Specific Plan. As such, the Reduced Development Alternative would not meet this objective to the same extent as the proposed project.

4. Diversify the City's existing housing stock by providing various housing product types and densities to meet a range of housing needs of Cypress and area residents.

   As discussed above, while the Reduced Development Alternative would facilitate development of 1,253 residential units within the Buildout Area, which would include a variety of housing product types and densities to meet a range of housing needs of Cypress and area residents, the Reduced Development Alternative would result in 538 fewer residential units than the proposed project. As such, the Reduced Development Alternative would not meet this objective to the same extent as the proposed project.

5. Provide a mix of residential, commercial, retail and park and recreational uses that encourages project residents to walk or bike to and from the commercial areas and attractions and parks within the Buildout Area and provides an enhanced consumer and employee base for the new commercial uses.

   As discussed above and similar to the proposed project, the Reduced Development Alternative would facilitate the development of the Buildout Area with new residential, non-residential, and park uses, consistent with the Specific Plan. Therefore, like the proposed project, the Reduced Development Alternative would provide a mix of residential, commercial, retail, and park and recreational uses that encourages project residents to walk or bike to and from the commercial areas and attractions and parks within the Buildout Area and provides an enhanced consumer and employee base for the new commercial uses. The Reduced Development Alternative would be similar to the proposed project in meeting this project objective. However, the Reduced Development Alternative does not include the same residential or nonresidential density as the

proposed project, as permitted in the Specific Plan. As such, the Reduced Development Alternative would not meet this objective to the same extent as the proposed project.

6. Develop a project that will invigorate the local economy by providing new employment and business opportunities.

   As discussed above, while the Reduced Development Alternative would facilitate development of approximately 308,000 square feet of non-residential (commercial) uses within the Buildout Area, which would invigorate the local economy by providing new employment and business opportunities, the Reduced Development Alternative would result in a reduction of approximately 132,000 square feet of non-residential uses as compared to the proposed project. As such, the Reduced Development Alternative would not meet this objective to the same extent as the proposed project.

7. Provide residential and commercial/retail improvements that generate new sources of revenue for the City through increased property values and retail sales.

   As discussed above, while the Reduced Development Alternative would facilitate development of new residential and non-residential uses, which would provide residential and commercial/retail improvements that generate new sources of revenue for the City through increased property values and retail sales, the Reduced Development Alternative would result in 538 fewer residential units and a reduction of approximately 132,000 square feet of non-residential uses as compared to the proposed project. As such, the Reduced Development Alternative would not meet this objective to the same extent as the proposed project.

8. Extend existing City streets through all or a portion of the Buildout Area to improve overall traffic circulation in the project vicinity and provide necessary vehicular and pedestrian access for project residents, tenants, visitors and patrons.

   Similar to the proposed project, the Reduced Development Alternative would include the extension of Moody Street from Cerritos Avenue to Katella Avenue and the extension of Vessels Circle from its current western terminus to intersect with the Moody Street extension would still occur, consistent with the Specific Plan. However, the Reduced Development Alternative's decreased vehicle traffic would mean that these new street connections may effectively improve overall traffic circulation in the project vicinity in comparison to the proposed project. Therefore, the Reduced Development Alternative would be superior to the proposed project in meeting this project objective.

9. Develop new residential and senior housing communities with sufficient housing units to support the size, scale and operation of planned public parks and other amenities and common areas included in the proposed project.

   The Reduced Development Alternative would facilitate the development of 1,253 residential units within the Buildout Area and, similar to the proposed project and consistent with the Specific Plan, would include senior housing communities. However, the Reduced Development Alternative would result in 538 fewer residential units compared to the proposed project.

Therefore, the Reduced Development Alternative would be inferior in developing residential uses with sufficient housing units to support the size, scale and operation of planned public parks and other amenities and common areas included within the Buildout Area. As such, the Reduced Development Alternative would not meet this objective to the same extent as the proposed project.

Overall, the Reduced Development Alternative would not fully satisfy a number of the key project objectives relating to the already-approved Specific Plan and number of residential units. Therefore, this alternative would not satisfy the project objectives to the same extent as the proposed project.

5.6 COMPARISON OF ALTERNATIVES AND IDENTIFICATION OF ENVIRONMENTALLY SUPERIOR ALTERNATIVE

5.6.1 Alternatives Summary Comparison of Impacts and Ability to Meet Project Objectives

Table 5.B: Proposed Project and Project Alternatives Impact Comparison below, identifies the level of impact for the proposed project and each alternative (e.g., no impact, less than significant impact, less than significant impact with mitigation, significant and unavoidable impact, or significant and unavoidable impact with mitigation) and whether the impact of the alternative would be the same as, less than, or greater than the proposed project impacts. In some cases, the proposed project and alternative would result in the same significance determination, but the degree of that impact with the alternative might be less than or greater than the proposed project.

Table 5.B: Proposed Project and Project Alternatives Impact Comparison

Environmental Impacts	Proposed Project	No Project Alternative	Historic Preservation Alternative	Reduced Development Alternative
4.1: Aesthetics				
Threshold 4.1.1: Would the project have a substantial adverse effect on a scenic vista?	NI	NI =	NI =	NI =
Threshold 4.1.2: Would the project substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State scenic highway?	NI	NI =	NI =	NI =
Threshold 4.1.3: In nonurbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	LTS	NI <	LTS <	LTS =
Threshold 4.1.4: Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	LTS	NI <	LTS >	LTS <
4.2: Agriculture and Forestry Resources				
Threshold 4.2.1: Would the project convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	NI	NI =	NI =	NI =
Threshold 4.2.2: Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?	NI	NI =	NI =	NI =

Table 5.B: Proposed Project and Project Alternatives Impact Comparison

Environmental Impacts	Proposed Project	No Project Alternative	Historic Preservation Alternative	Reduced Development Alternative
Threshold 4.2.3: Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	NI	NI =	NI =	NI =
Threshold 4.2.4: Would the project result in the loss of forest land or conversion of forest land to non-forest use?	NI	NI =	NI =	NI =
Threshold 4.2.5: Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	NI	NI =	NI =	NI =
4.3: Air Quality				
Threshold 4.3.1: Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?	SU	NI <	SU =	SU =
Threshold 4.3.2: Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State ambient air quality standard?	SU	NI <	SU =	SU <
Threshold 4.3.3: Would the proposed project expose sensitive receptors to substantial pollutant concentrations?	SU	NI <	SU =	SU <
Threshold 4.3.4: Would the proposed project create objectionable odors affecting a substantial number of people?	LTS	NI <	LTS =	LTS =
4.4: Biological Resources				
Threshold 4.4.1: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	LTS	NI <	LTS =	LTS =
Threshold 4.4.2: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	NI	NI =	NI =	NI =
Threshold 4.4.3: Would the project have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	LTSM	NI <	LTSM =	LTSM =
Threshold 4.4.4: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	LTS	NI <	LTS =	LTS =
Threshold 4.4.5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	LTS	NI <	LTS =	LTS =
Threshold 4.4.6: Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	NI	NI =	NI =	NI =
4.5: Cultural Resources				
Threshold 4.5.1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	SU	NI <	LTSM <	SU =

Table 5.B: Proposed Project and Project Alternatives Impact Comparison

Environmental Impacts	Proposed Project	No Project Alternative	Historic Preservation Alternative	Reduced Development Alternative
Threshold 4.5.2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	LTS	NI <	LTS =	LTS =
Threshold 4.5.3: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	LTS	NI <	LTS =	LTS =
4.6: Energy				
Threshold 4.6.1: Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	LTS	NI <	LTS =	LTS <
Threshold 4.6.2: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	LTS	NI <	LTS =	LTS <
4.7: Geology and Soils				
Threshold 4.7.1: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of known fault? (Refer to Division of Mines and Geology Special Publication 42) (ii) Strong seismic ground shaking? (iii) Seismic-related ground failure, including liquefaction? (iv) Landslides?	LTSM	NI <	LTSM =	LTSM =
Threshold 4.7.2: Would the project result in substantial soil erosion or the loss of topsoil?	LTS	NI <	LTS =	LTS =
Threshold 4.7.3: Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse?	LTSM	NI <	LTSM =	LTSM =
Threshold 4.7.4: Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating direct or indirect substantial risks to life or property?	NI	NI <	NI =	NI =
Threshold 4.7.5: Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	NI	NI <	NI =	NI =
Threshold 4.7.6: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	LTSM	NI <	LTSM =	LTSM =
4.8: Greenhouse Gas Emissions				
Threshold 4.8.1: Would the project generate GHG emissions either directly or indirectly that may have a significant impact on the environment?	SU	NI <	SU =	SU <
Threshold 4.8.2: Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?	SU	NI <	SU =	SU =
4.9: Hazards and Hazardous Materials				
Threshold 4.9.1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	LTS	NI <	LTS =	LTS =
Threshold 4.9.2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	LTSM	NI <	LTSM =	LTSM =

Table 5.B: Proposed Project and Project Alternatives Impact Comparison

Environmental Impacts	Proposed Project	No Project Alternative	Historic Preservation Alternative	Reduced Development Alternative
Threshold 4.9.3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	LTS	NI <	LTS =	LTS =
Threshold 4.9.4: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	LTSM	NI <	LTSM =	LTSM =
Threshold 4.9.5: Would the project for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	LTS	NI <	LTS =	LTS =
Threshold 4.9.6: Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	NI	NI <	NI =	NI =
Threshold 4.9.7: Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	NI	NI <	NI =	NI =
4.10: Hydrology and Water Quality				
Threshold 4.10.1: Would the project violate any water quality standards or waste discharge requirements?	LTS	NI <	LTS =	LTS =
Threshold 4.10.2: Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	LTS	NI <	LTS =	LTS =
Threshold 4.10.3: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	LTS	NI <	LTS =	LTS =
Threshold 4.10.4: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	LTS	NI <	LTS =	LTS =
Threshold 4.10.5: Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	LTS	NI <	LTS =	LTS =
Threshold 4.10.6: Would the project otherwise substantially degrade water quality?	LTS	NI <	LTS =	LTS =
Threshold 4.10.7: Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	NI	NI <	NI =	NI =
Threshold 4.10.8: Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?	NI	NI <	NI =	NI =
Threshold 4.11.9: Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	LTS	NI <	LTS =	LTS =

Table 5.B: Proposed Project and Project Alternatives Impact Comparison

Environmental Impacts	Proposed Project	No Project Alternative	Historic Preservation Alternative	Reduced Development Alternative
Threshold 4.10.10: Would the project be subject to inundation by seiche, tsunami, or mudflow?	NI	NI <	NI =	NI =
Threshold 4.10.11: Would the project result in an increase in pollutant discharges to receiving waters? Consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)	LTS	NI <	LTS =	LTS =
Threshold 4.10.12: Would the project result in significant alteration of receiving water quality during or following construction?	LTS	NI <	LTS =	LTS =
Threshold 4.10.13: Would the proposed project result in increased erosion downstream?	LTS	NI <	LTS =	LTS =
Threshold 4.10.14: Would the project result in increased impervious surfaces and associated increased runoff?	LTS	NI <	LTS =	LTS =
Threshold 4.10.15: Would the project create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes?	LTS	NI <	LTS =	LTS =
Threshold 4.10.16: Would the project be tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired?	LTS	NI <	LTS =	LTS =
Threshold 4.10.17: Would the project be tributary to other environmentally sensitive areas? If so, can it exacerbate already existing sensitive conditions?	LTS	NI <	LTS =	LTS =
Threshold 4.10.18: Would the project have a potentially significant environmental impact on surface water quality to either marine, fresh, or wetland waters?	LTS	NI <	LTS =	LTS =
Threshold 4.10.19: Would the project have a potentially significant adverse impact on groundwater quality?	LTS	NI <	LTS =	LTS =
Threshold 4.10.20: Would the project cause or contribute to an exceeded applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?	LTS	NI <	LTS =	LTS =
Threshold 4.11.21: Would the project impact aquatic, wetland, or riparian habitat?	LTSM	NI <	LTSM <	LTSM =
4.11: Land Use and Planning				
Threshold 4.11.1: Would the project physically divide an established community?	LTS	NI <	LTS =	LTS =
Threshold 4.11.2: 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?	LTS	NI <	LTS =	LTS =
4.12: Mineral Resources				
Threshold 4.12.1: Would the project result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the State?	NI	NI <	NI =	NI =
Threshold 4.12.2: Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	NI	NI <	NI =	NI =

Table 5.B: Proposed Project and Project Alternatives Impact Comparison

Environmental Impacts	Proposed Project	No Project Alternative	Historic Preservation Alternative	Reduced Development Alternative
4.13: Noise and Vibration				
Threshold 4.13.1: Would the project result in the generation of a substantial temporary or permanent increase (defined as an increase of 3 dBA or more) in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	LTS	NI <	LTS =	LTS <
Threshold 4.13.2: Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?	LTSM	NI <	LTSM =	LTSM =
Threshold 4.13.3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in the exposure of people residing or working in the project area to excessive noise levels?	LTS	NI <	LTS =	LTS =
4.14: Population and Housing				
Threshold 4.14.1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	LTS	NI <	LTS <	LTS <
Threshold 4.14.2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	NI	NI	NI =	NI =
4.15: Public Services				
Threshold 4.15.1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?	LTS	NI <	LTS >	LTS <
Threshold 4.15.2: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?	LTS	NI <	LTS >	LTS <
Threshold 4.15.3: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?	LTS	NI <	LTS <	LTS <
Threshold 4.15.4: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?	LTS	NI <	LTS <	LTS <
Threshold 4.15.5: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to	LTS	NI <	LTS <	LTS <

Table 5.B: Proposed Project and Project Alternatives Impact Comparison

Environmental Impacts	Proposed Project	No Project Alternative	Historic Preservation Alternative	Reduced Development Alternative
maintain acceptable service ratios, response times or other performance objectives for other public facilities?				
4.16: Recreation				
Threshold 4.16.1: Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	LTS	NI <	LTS <	LTS <
Threshold 4.16.2: Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	LTS	NI <	LTS <	LTS <
4.17: Transportation				
Threshold 4.17.1: Would the project conflict with a program, plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities?	SU	NI <	SU <	SU <
Threshold 4.17.2: Would the project conflict or be inconsistent with *CEQA Guidelines* section 15064.3, subdivision (b)?	SU	NI <	SU <	SU <
Threshold 4.17.3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	LTS	NI <	LTS =	LTS =
Threshold 4.17.4: Would the project result in inadequate emergency access?	LTSM	NI <	LTSM =	LTSM =
4.18: Tribal Cultural Resources				
Threshold 4.18.1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: (1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or (2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	LTSM	NI <	LTSM =	LTSM =
4.19: Utilities and Service Systems				
Threshold 4.19.1: Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	LTS	NI <	LTS =	LTS <
Threshold 4.19.2: Would the project have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	LTS	NI <	LTS =	LTS <
Threshold 4.19.3: Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	LTS	NI <	LTS =	LTS <

Table 5.B: Proposed Project and Project Alternatives Impact Comparison

Environmental Impacts	Proposed Project	No Project Alternative	Historic Preservation Alternative	Reduced Development Alternative
Threshold 4.19.4: Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	LTS	NI <	LTS =	LTS <
Threshold 4.19.5: Would the project conflict with federal, state, and local management and reduction statutes and regulations related to solid waste?	LTS	NI <	LTS =	LTS <
4.20: Wildfire				
Threshold 4.20.1: Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	NI	NI =	NI =	NI =
Threshold 4.20.2: Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	NI	NI =	NI =	NI =
Threshold 4.20.3: Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	NI	NI =	NI =	NI =
Threshold 4.20.4: Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	NI	NI =	NI =	NI =

LTS = Less than Significant
NI = No Impact

SU = Significant and Unavoidable
LTSM = Less Than Significant with Mitigation
< (less than proposed project)
> (greater than proposed project)
= (equal to proposed project)

A comparison of each alternative and its ability to meet the project objectives compared to the proposed project is summarized below in **Table 5.C: Summary of Ability of the Proposed Project and Alternatives to Address Project Objectives** and evaluated in more detail in the subsequent discussion.

Table 5.C: Summary of Ability of the Proposed Project and Alternatives to Address Project Objectives

Project Objective	Proposed Project	No Project Alternative	Historic Preservation Alternative	Reduced Development Alternative
1. Provide a significant number of new residential units in the Buildout Area to help meet the unmet demand for housing in the City and the project vicinity, consistent with the City's Housing Element and the Cypress Town Center and Commons Specific Plan 3.0 approved by the voters of the City of Cypress.	Yes	No	Yes <	Yes <
2. Establish a mixed-use town center that is intended to be the City's "main street" and a gathering place for the community with a vibrant mix of entertainment, retail, restaurant, commercial and residential uses.	Yes	No	Yes <	Yes <
3. Revitalize a large urban area in the City that is currently significantly underutilized.	Yes	No	Yes =	Yes
4. Diversify the City's existing housing stock by providing various housing product types and densities to meet a range of housing needs of Cypress and area residents.	Yes	No	Yes =	Yes <
5. Provide a mix of residential, commercial, retail and park and recreational uses that encourages project residents to walk or bike to and from the commercial areas and attractions and parks within the Buildout Area and provides an enhanced consumer and employee base for the new commercial uses.	Yes	No	Yes <	Yes
6. Develop a project that will invigorate the local economy by providing new employment and business opportunities.	Yes	No	Yes >	Yes <
7. Provide residential and commercial/retail improvement that will generate new sources of revenue for the City through increased property values and retail sales.	Yes	No	Yes <	Yes <
8. Extend existing City streets through all or a portion of the Buildout Area to improve overall traffic circulation in the project vicinity and provide necessary vehicular and pedestrian access for project residents, tenants, visitors and patrons.	Yes	No	Yes	Yes
9. Develop new residential and senior housing communities with sufficient housing units to support the size, scale and operation of planned public parks and other amenities and common areas included in the proposed project.	Yes	No	Yes <	Yes <

< (less than)
> (greater than)

5.6.1.1 No Project Alternative

Based on the above analysis, the No Project Alternative would have the fewest environmental impacts and would be the environmentally superior alternative. However, under CEQA, if the No Project Alternative is the environmentally superior alternative, the EIR must identify an environmentally superior alternative from among the other alternatives (*State CEQA Guidelines* Section 15126.6(e)(2)). While the No Project Alternative would be environmentally superior in the technical sense in that contribution to the aforementioned impacts would not occur, it would also fail to achieve the underlying purpose of the project and would not meet any of the project's objectives.

5.6.1.2 Historic Preservation Alternative

Because the alternative would retain the existing character-defining features, including the pre-1970 track, the 1954 quarter-mile chute, the infield and ponds, and a portion of the grandstand, implementation of the Historic Preservation Alternative would avoid the significant and unavoidable impact to built-environment historic resources as defined in *State CEQA Guidelines* Section 15064.5 associated with the proposed project.

Because development within the Buildout Area under the Historic Preservation Alternative would occur on a project-by-project basis and the specific design and sequence of those projects cannot be determined at this time, it is not yet known if future development projects would result in construction-related health risks that would be below the SCAQMD's significance thresholds. Therefore, the Historic Preservation Alternative would not avoid the proposed project's significant and unavoidable related to conflict with the applicable air quality plan. In addition, although the Historic Preservation Alternative would reduce operational emissions associated with the residential development due to the 22 percent reduction in residential units, due to the inclusion of the performance venue, which would result in an increase in vehicle trips to and from the project site as compared to the proposed project, and 6-story parking garage, and because the air quality emissions under the Historic Preservation Alternative have not been quantified, the Historic Preservation Alternative would also not avoid the proposed project significant and unavoidable impact related to a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard.

In addition, while the Historic Preservation Alternative would result in fewer residential units as compared to the proposed project and the VMT impacts are expected to be reduced, without quantification of the VMT associated with the residential uses under the Historic Preservation Alternative or alternative-specific VMT analysis, it cannot be determined if the reduction in residential development would result in VMT impacts below applicable levels of significance (i.e., 13.21 VMT per capita, 15 percent below the existing regional average). In addition, the performance venue proposed under the Historic Preservation Alternative is expected to generate a significant amount of VMT as the performance venue and would attract visitors from outside the county during performance and events. Therefore, the Historic Preservation Alternative would not avoid the proposed project's significant and unavoidable VMT impact.

As indicated in **Table 5.C**, above, the Historic Preservation Alternative would meet the objectives of the project to a lesser extent than the proposed project due to the reduced number of residential units. In addition, the Historic Preservation Alternative would not meet the underlying purpose of the proposed project to redevelop the Buildout Area in accordance with the voted-approved Specific Plan, as the Historic Preservation Alternative requires amendments to the Specific Plan that must be voted on and adopted by voters.

5.6.1.3 Reduced Development Alternative

The Reduced Development Alternative would not avoid the significant and unavoidable impact to historical resources as defined in *State CEQA Guidelines* Section 15064.5 as implementation of the alternative would include the demolition and removal of all or a substantial portion of the existing

improvements associated with the LARC property, including the race track and infield area, grandstand, buildings, barns and structures and three artificial lakes, similar to the proposed project.

Further, because development within the Buildout Area under the Reduced Development Alternative would occur on a project-by-project basis and the specific design and sequence of those projects cannot be determined at this time, it is not yet known if future development projects would result in construction-related health risks that would be below the SCAQMD's significance thresholds. Therefore, the Reduced Development Alternative would not avoid the proposed project's significant and unavoidable related to conflict with the applicable air quality plan. In addition, although the Reduced Development Alternative would reduce operational emissions associated with the residential development due to the reduction in residential units, because the air quality emissions under the Reduced Development Alternative have not been quantified, the Reduced Development Alternative would also not avoid the proposed project significant and unavoidable impact related to a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard.

In addition, while the Reduced Development Alternative would generate fewer vehicle trips to and from the project site and result in a reduction in VMT, without quantification of VMT or alternative-specific VMT analysis, it cannot be determined if the reduction in proposed development and vehicle trips to and from the project site would reduce VMT impacts to below applicable significance thresholds. Therefore, implementation of the Reduced Development Alternative would continue to result in significant and unavoidable impacts related to VMT.

As indicated in **Table 5.C**, above, the Reduced Development Alternative would generally meet the objectives of the project to a lesser extent than the proposed project due to the reduced number of residential units and non-residential space compared to the proposed project.

5.6.2 Environmentally Superior Alternative

Because the Historic Preservation Alternative would avoid the significant and unavoidable impact to historical resources as defined in *State CEQA Guidelines* Section 15064.5 associated with the proposed project, the Historic Preservation Alternative is considered the Environmentally Superior Alternative. As discussed above, the Reduced Development Alternative would not avoid the significant and unavoidable impact on historical resources as it would include the demolition and removal of the character-defining features that contribute to the LARC's eligibility for listing in the National Register and California Register. None of the selected alternatives would avoid the significant and unavoidable impacts associated with VMT or air quality.

Accordingly, the Historic Preservation Alternative is considered the Environmentally Superior Alternative.

This page intentionally left blank

6.0 OTHER CEQA CONSIDERATIONS

Section 15126.2(c) of the *State CEQA Guidelines* requires that an Environmental Impact Report (EIR) describe any significant impacts that cannot be avoided in all phases of a project, including: planning, acquisition, development, and operation. This chapter discusses these CEQA considerations associated with the implementation of the proposed Specific Plan 3.0 Buildout Project (proposed project). Specifically, Section 15126.2(c) states that an EIR shall:

> "Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described."

According to Section 15126 of the *State CEQA Guidelines*, an EIR must include the following as part of its analysis, as addressed in this chapter:

1. Significant short- and long-term environmental effects associated with project implementation (Section 6.1, Short-and Long-Term Implications);

2. Significant environmental effects due to wasteful, inefficient, or unnecessary consumption use of energy, or wasteful use of energy resources (Section 6.2, Energy Impacts);

3. Significant environmental effects that cannot be avoided if the proposed project is implemented (Section 6.3, Summary of Significant Unavoidable Impacts);

4. Significant irreversible environmental changes that would result from implementation of the proposed project (Section 6.4, Significant Irreversible Environmental Changes); and

5. Growth-inducing impacts resulting from implementation of the proposed project (Section 6.5, Growth-Inducing Impacts).

6.1 SHORT-AND LONG-TERM IMPLICATIONS

Section 15126.2(a) of the *State CEQA Guidelines* requires that an EIR identify and focus on the significant effects of the proposed project on the environment. Specifically, Section 15126.2(a) states:

> "Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall

> also analyze any significant environmental effects the project might cause or risk exacerbating by bringing development and people into the area affected."

The proposed project involves the reasonably foreseeable buildout allowed under the Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan), which City of Cypress voters approved as part of the Housing Element Implementation project. The reasonably foreseeable buildout under the Specific Plan includes an additional 1,791 residential units and 440,000 square feet of non-residential development.

The proposed project includes the requested approval of VTTM 19274, which includes approximately 151.6 acres split into 14 lots, of which approximately 134 acres are located within the Buildout Area. In accordance with the approved Specific Plan, the proposed project includes residential development in the Buildout Area on Lots 2 through 4 and 7, residential and non-residential development on Lots 10 through 14, and the development of park and recreational improvements on Lots 1, 5 and 6.

As discussed in Section 4.4, Biological Resources, the Buildout Area is located within an urban, built-out area in Cypress and is currently disturbed and developed with existing uses. Existing vegetation communities and land covers within the Buildout Area consist mostly of ornamental and ruderal grassland, and no habitat for Special-Status Natural Communities exists in the Buildout Area. While 73 species-status plant and animal species are known to occur within the project site vicinity, no special-status species were observed within the Buildout Area during the reconnaissance survey. In addition, compliance with **Regulatory Compliance Measures BIO-1** and **BIO-2** and implementation of **Mitigation Measure BIO-1** would ensure that any potential impacts to special-status species, communities, or jurisdictional waters would be less than significant. Therefore, future development associated with the proposed project would not alter existing ecological systems in the Buildout Area.

Future construction facilitated by the proposed project would not result in health and safety issues, as all future development within the Buildout Area requiring discretionary actions would be required to adhere to all applicable health and safety regulations, as specified in Section 4.9, Hazards and Hazardous Materials, during construction and operation. In addition, demolition activities associated with the proposed project would not commence without a demolition permit and compliance with **Mitigation Measure HAZ-1**. **Mitigation Measure HAZ-1** requires an asbestos survey be completed prior to demolition, ensuring no impacts to health and safety would occur during future demolition. Therefore, the future development facilitated by the proposed project would not cause any health and safety issues.

As discussed in Section 4.10, Hydrology and Water Quality, the proposed project would be required to include construction and operational Best Management Practices (BMPs) to reduce impacts to water quality and hydrology in compliance with local ordinances and plans adopted to comply with requirements of the various applicable NPDES permits. Specifically, if construction of a future development project associated with the proposed project would disturb greater than one acre of

soil, that project would be subject to the requirements of the Construction General Permit[1], as specified in **Regulatory Compliance Measure HYD-1**. The construction contractor would be required to prepare a SWPPP and implement construction BMPs detailed in the SWPPP during construction activities. The SWPPP would detail the BMPs to be implemented during construction. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment onsite, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

If construction of a future development project associated with the proposed project would disturb less than one acre of soil and are not a part of a larger common plan, that project would be required to comply with Section 4.106 of the 2022 California Green Building Standards Code (CALGreen Code), as specified in **Regulatory Compliance Measure HYD-1**. Section 4.106 of the CALGreen Code requires implementation of BMPs to prevent flooding and erosion and to retain sediment onsite. In addition, groundwater dewatering activities during excavation would be conducted in accordance with the Groundwater Dewatering Permit[2], as specified in **Regulatory Compliance Measure HYD-2**, which requires testing and treatment (as necessary) of groundwater encountered during groundwater dewatering prior to release to the storm drain system. As a result, groundwater dewatering would not introduce pollutants to receiving waters at levels that would violate water quality standards or waste discharge requirements, degrade water quality, increase pollutant discharge, or alter the quality of the receiving waters.

The proposed project would be required to comply with the requirements of the Orange County MS4 Permit[3], as required by Chapter 13-23 of the Cypress Municipal Code and specified in **Regulatory Compliance Measure HYD-3.** Consistent with the Orange County MS4 Permit, the proposed project would implement Source Control and LID BMPs, including biotreatment BMPs (either detention basins and/or proprietary flow-based biofiltration systems, depending on the design considerations of the final buildout condition), to capture and treat stormwater runoff before discharging stormwater to the surrounding storm drain system. The proposed BMPs would target and reduce pollutants of concern from runoff from the Buildout Area in compliance with the Orange County MS4 Permit requirements, Orange County DAMP, and City of Cypress LIP. Overall, compliance with the above requirements, including incorporation of construction and operational BMPs to target pollutants of concern, would ensure that water quality impacts, degradation of water quality, increased pollutant discharge, and alteration of receiving water quality during project construction and operation would be less than significant.

---

1 SWRCB. 2022. *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (General Permit), Order WQ 2022-0057-DWQ, NPDES No. CAS000002*. Adopted September 8.

2 Santa Ana RWQCB. 2020. The *General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimis) Threat to Water Quality*, *Order No. R8-2020-0006, NPDES No. CAG998001.* June 19.

3 Santa Ana RWQCB. *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County, Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062.*

As described in Section 4.1, Aesthetics, development facilitated by the proposed project would be consistent with the approved Specific Plan and would not result in any impacts to aesthetic resources. In addition, the Buildout Area is in an urban area with surrounding and existing development. Therefore, the proposed project would not result in any impacts related to scenic quality.

Public services providers within the jurisdiction of the Buildout Area include the Orange County Fire Authority (OCFA), the Cypress Police Department (CPD), the City of Cypress Recreation and Community Services Department, the Orange County Public Library (OCPL), the Cypress School District (CSD), the Los Alamitos Unified School District (LAUSD), and the Anaheim Union High School District (AUHSD). As discussed in Section 4.15, Public Services, future development facilitated by the proposed project would not result in any substantial adverse physical impacts associated with the provision of public services. All indirect and direct population, housing, and employment growth associated with the proposed project would be consistent with SCAG growth projections for the City and region. In addition, future development facilitated by the proposed project would be required to pay fire, school, and park development fees to ensure adequate provision of public services under buildout conditions. Therefore, the proposed project would not result in any adverse impacts related to the provision of public services.

As discussed in Section 4.5, Cultural Resources, the grandstand, 1954 quarter-mile chute, and pre-1970 track are considered character-defining features of the LARC Property and collectively constitute a "historic resource" for the purposes of CEQA. Implementation of the proposed project and development of the land uses allowed by the Specific Plan within the Buildout Area would require the demolition and removal of all or a substantial portion of the existing improvements associated with the LARC Property, including the historic elements described above, as well as the post-1970 extension of the race track non-historic buildings, barns and structures and three artificial lakes. Based on *State CEQA Guidelines* Section 15064.5(b), the proposed project would have a significant impact on historical resources if it would cause a substantial adverse change in the significance of a historical resource. Demolition is considered a material impairment of the historical resource and, other than avoiding demolition, no feasible mitigation measures are available to fully mitigate the demolition of the historical resource to a less than significant level. Implementation of **Mitigation Measures CUL-1** through **CUL-3**, which requires documentation of the historic resource in accordance with the Historic American Building Survey (HABS) standards, would reduce the impacts on the historical resource but would not reduce it to a level of insignificance. Because implementation of the proposed project would demolish the identified historical resource, implementation of the proposed project would result in a substantial adverse change to a historic resource under CEQA. Therefore, the impact on built-environment historic resources as defined in *State CEQA Guidelines* Section 15064.5 would be significant and unavoidable.

Implementation of the proposed project would result in less than significant impacts related to biological resources, population and housing, hazards and hazardous materials (including health and safety impacts), water quality, aesthetics, and public services with adherence to applicable regulatory requirements and implementation of identified mitigation measures.

6.2 ENERGY IMPACTS

According to Section 15126.2(b) of the *State CEQA Guidelines*, "[i]f analysis of the project's energy use reveals that the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary consumption use of energy, or wasteful use of energy resources, the EIR shall mitigate that energy use."

As described in Section 4.3, Energy, the proposed project would result in less than significant impacts related to energy use.

Construction associated with the Buildout Area pursuant to the Specific Plan is estimated to consume approximately 5,892,834.6 gallons of gasoline and approximately 2,352,156.6 gallons of diesel fuel. When averaged over the 12-year construction schedule, the proposed project is estimated to consume approximately 491,069.5 gallons of gasoline per year and 196,013.0 gallons of diesel fuel per year during construction. When compared to gasoline and diesel consumption in Orange County, construction associated with buildout of the proposed project is estimated to increase the annual fuel consumption from vehicle trips in Orange County by approximately 0.6 percent for gasoline fuel usage and approximately 1.4 percent for diesel fuel usage. Due to the minimal increase in annual fuel consumption in Orange County, project construction activities would have a negligible effect on local and regional energy supplies.

Furthermore, no unusual project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the State. In addition, construction activities are not anticipated to result in inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. The proposed project would also utilize construction equipment that meets Tier 2 emissions standards or higher, which would ensure fuel efficiency. For these reasons, the proposed project would not cause wasteful, inefficient, or unnecessary consumption of energy resources during construction, and impacts would be less than significant.

Operational activities associated with the buildout of the proposed project would result in energy demand associated with natural gas use, electricity consumption, and fuel used for vehicle trips. Operation of the proposed project is estimated to negligibly increase the annual natural gas consumption in Orange County by approximately 0.03 percent. Further, operation of the proposed project is estimated to negligibly increase the annual electricity consumption in Orange County by 0.06 percent. Electrical and natural gas demand associated with project operations would not be considered inefficient, wasteful, or unnecessary. Furthermore, the proposed project would be constructed using energy-efficient modern building materials and construction practices, and would use new modern appliances and equipment, in accordance with the Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608). Future development would also be designed to meet sustainability goals, including the CALGreen Code and Title 24 energy efficiency requirements. CALGreen Code and Title 24 building energy efficiency standards establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting, which would reduce energy usage.

As described in Section 4.6, Greenhouse Gas Emissions, **Mitigation Measure GHG-1** requires that individual development projects in the Buildout Area either be all-electric or incorporate additional emission reduction measures if all-electric development is not feasible, which would further reduce energy usage. Although energy consumption is largely a function of personal choice and the physical structure and layout of buildings, the expected energy consumption during operation of the proposed project would be consistent with typical usage rates for residential and non-residential uses. As such, electrical and natural gas demand associated with project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Vehicle trips associated with the proposed project are estimated to increase the annual fuel use in Orange County by approximately 0.03 percent for gasoline fuel usage and approximately 0.02 percent for diesel fuel usage. In addition, as discussed further in Section 4.17, Transportation, future development under the proposed project would be required to implement **Mitigation Measure TRA-1**, which requires the implementation of feasible TDM strategies to mitigate the proposed project's VMT impact. The TDM strategies include constructing or improving bicycle facilities that would connect the proposed project to the existing regional bicycle network and improving the pedestrian network, including the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area. As such, implementation of **Mitigation Measure TRA-1** would help to reduce project-generated vehicle trips and VMT and encourage travel by other modes. Therefore, fuel consumption associated with vehicle trips generated by project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

As demonstrated above, because the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy, potential impacts related to conflict with or obstruction of a State or local plan for renewable energy or energy efficiency would also be less than significant. Therefore, impacts to energy would be less than significant, and no mitigation is required.

6.3 SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

The Executive Summary of this document (Chapter 1.0) contains a detailed summary that identifies the proposed project's environmental impacts as compared to existing conditions, recommended feasible mitigation measures, and the level of significance of impacts after mitigation. The following is a summary of impacts considered significant, adverse, and unavoidable with all feasible mitigation. These impacts are also described in detail in Chapter 4.0, Existing Environmental Setting, Environmental Analysis, Impacts, and Mitigation Measures.

6.3.1 Air Quality

6.3.1.1 Operational Air Quality Emissions

As discussed in Section 4.3, Air Quality, operation of the proposed project would result in VOC emissions that would exceed the SCAQMD's significance criteria even with implementation of **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1**. As there are no additional feasible mitigation measures that would reduce project operational-source VOC emissions to a less than significant level, operation of the proposed project would result in a significant and unavoidable

impact related to a cumulatively considerable net increase of a criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard.

6.3.1.2 Conflict with Applicable Air Quality Plans

As discussed in Section 4.3, Air Quality, the proposed project would not exceed the growth assumptions in the SCAG's 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal 2024) or the 2022 AQMP; however, the proposed project would have the potential to conflict or obstruct implementation of applicable air quality plans as the buildout of the proposed project would result in significant and unavoidable long-term operational pollutant emissions. Although there is no feasible mitigation to reduce operational pollutant emissions to a less than significant level, **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1** would incorporate design features that would contribute to reducing criteria air pollutant emissions generated during operational activities associated with the proposed project. Overall, even with implementation of **Mitigation Measure AIR-1** and **Mitigation Measure TRA-1,** the proposed project would result in a significant and unavoidable impact associated with conflict with applicable air quality management plans.

6.3.2 Cultural Resources

6.3.2.1 Historical Resources

As discussed in Section 4.5, Cultural Resources, the grandstand, 1954 quarter-mile chute, and pre-1970 track are considered character-defining features of the LARC Property and collectively constitute a "historical resource" for the purposes of CEQA. Implementation of the proposed project and development of the land uses allowed by the Specific Plan within the Buildout Area would require the demolition and removal of all or a substantial portion of the existing improvements associated with the LARC Property, including the historic elements described above, as well as the post-1970 extension of the race track, non-historic buildings, barns and structures and two artificial lakes. Based on *State CEQA Guidelines* Section 15064.5(b), the proposed project would have a significant impact on historical resources if it would cause a substantial adverse change in the significance of a historical resource. Demolition is considered a material impairment of the historical resource and no feasible mitigation measures are available to mitigate the demolition of the historical resource to a less than significant level. Implementation of **Mitigation Measures CUL-1** through **CUL-3**, which require documentation of the historic resource in accordance with the Historic American Building Survey (HABS) standards, would reduce the impact on the historical resource, but would not reduce it to a less than significant level.

Because implementation of the proposed project would result in the demolition of the identified historic resource, implementation of the proposed project would result in a substantial adverse change to a historic architectural resource under CEQA. Therefore, the impacts on the historic resource (as defined in *State CEQA Guidelines* Section 15064.5) would be significant and unavoidable..

6.3.3 Transportation

6.3.3.1 Vehicle Miles Traveled (VMT)

As discussed in Section 4.17, Transportation, the Home-Based VMT per Capita for the proposed project would be higher than the County's residential VMT significance thresholds under both existing and cumulative plus project conditions, resulting in a Home-Based VMT per Capita that would exceed the significance threshold by 11.6 percent. Implementation of **Mitigation Measure TRA-1** would require the proposed project to implement TDM measures to reduce overall VMT in order to contribute to achieving the overall VMT reduction target of 11.6 percent. However, even with implementation of **Mitigation Measure TRA-1**, the proposed project's residential VMT impact would remain above the established thresholds and the impact would be significant and unavoidable.

6.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2 (d) of the *State CEQA Guidelines* requires that an EIR consider and discuss significant irreversible changes that would be caused by implementation of the proposed project. Specifically, Section 15126.2 (d) states:

> "Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

Generally, a project would result in significant irreversible environmental changes if the proposed consumption of resources is not justified, if the project would involve a large commitment of nonrenewable resources, or if the project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project.

As previously mentioned, the proposed project consists of the reasonably foreseeable buildout under the approved Specific Plan, including the construction of up to 1,791 residential units and 440,000 square feet of non-residential space. The commitment of limited, slowly renewable, and nonrenewable resources required for construction and operation of future development would limit the availability of these resources for future generations or for other uses during the life of the project. However, the proposed project would utilize minimal limited, slowly renewable, or nonrenewable resources during project construction and operation, including natural gas. In addition, as discussed above, the proposed project would not result in significant individual or cumulative impacts associated with the use of natural gas. Therefore, the proposed project would not result in a commitment of limited, slowly renewable, and nonrenewable resources, and thus, would not result in significant irreversible changes.

6.5 GROWTH-INDUCING IMPACTS

Sections 15126(d) and 15126.2(e) of the *State CEQA Guidelines* require that an EIR analyze growth-inducing impacts and discuss the ways in which a proposed project could foster economic or population growth or construction of additional housing, either directly or indirectly, in the surrounding environment. This section examines ways in which the proposed project could foster economic or population growth, or the construction of additional housing either directly or indirectly in the surrounding environment. *State CEQA Guidelines* Section 15126.2(d) also requires a discussion of the characteristics of projects that may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. To address these issues, potential growth-inducing effects were examined through analysis of the following questions:

- Would the project remove obstacles to, or otherwise foster, population growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development)?

- Would the project foster economic growth?

- Would approval of the project involve some characteristic that may encourage and facilitate other activities that could significantly affect the environment?

Growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment (*State CEQA Guidelines*, Section 15126.2(e)). This issue is presented to provide additional information on ways in which the proposed project could contribute to significant changes in the environment beyond the direct consequences of developing the proposed land uses as described in earlier sections of this Draft EIR.

6.5.1 Removal of Obstacles to, or Otherwise Foster, Population Growth

The proposed project includes the reasonably foreseeable buildout of the Specific Plan, including the construction of up to 1,791 residential units and 440,000 square feet of non-residential space within the Buildout Area. In addition, buildout of the proposed project would include the expansion or extension of three existing roadways to serve the Buildout Area, including expanding a portion of Lexington Drive, the extension of Vessels Circle and the extension of Moody Street to connect to Siboney Street to serve the Buildout Area, consistent with the Circulation Plan included in the approved Specific Plan. As discussed in Section 4.14, Population and Housing, future development facilitated by the proposed project would result in a net increase of approximately 5,516 persons at full buildout. However, according to the Connect SoCal 2024 population projections, this population increase is within the expected population growth of 7,418 people estimated for the City of Cypress. Therefore, the increase in housing and population associated with buildout of the proposed project would be limited to fostering expected growth in the region and project vicinity.

As such, the proposed project is consistent with planned regional housing growth and planned population growth of the City. Although the proposed project would facilitate the development of new housing in the City, the new housing would not induce substantial unplanned population growth, as the proposed project is designed to meet the City's housing need. Therefore, the

proposed project would not cause indirect substantial unplanned population growth through the extension of roads and other infrastructure. Impacts associated with unplanned population growth, directly or indirectly, would be less than significant and no mitigation would be necessary.

6.5.2 Foster Economic Growth

The proposed project consists of the reasonably foreseeable buildout of the Buildout Area with up to 1,791 residential units and 440,000 square feet of non-residential floor area, including opportunities for commercial uses. Therefore, buildout under the Specific Plan would represent a response to the City's economic growth and encourage economic growth.

Economic growth could be expected from buildout of the proposed project because it would allow for residential occupation within walking distance of commercial retail establishments. Buildout under the Specific Plan would encourage walkability within the area and could therefore provide retail establishments with an expanded consumer base and potentially increase commercial activity in the project vicinity. However, this increased commercial activity would be consistent with the City's economic development goals for the Buildout Area established in the previously approved Specific Plan. As a result, the proposed project is not considered to foster economic growth, and therefore, the proposed project would not result in any economic growth-inducing impacts.

6.5.3 Other Characteristics

Approval of the proposed project would not involve any characteristics that may encourage and facilitate other activities that could significantly affect the environment.

7.0 LIST OF PREPARERS AND PERSONS CONSULTED

7.1 CITY OF CYPRESS

The following individuals from the City of Cypress (City) were involved in the preparation of this Draft Environmental Impact Report (Draft EIR):

- Alicia Velasco, Planning Director

7.2 DRAFT EIR PREPARERS

The following individuals were involved in the preparation of this Draft EIR. The nature of their involvement is summarized below.

7.2.1 LSA Associates, Inc.

The following individuals were involved in the preparation of this Draft EIR:

- Ryan Bensley, AICP, Principal in Charge/Project Manager
- Brianna Shaw, Senior Environmental Planner
- Lynnea Palecki, Environmental Planner
- Lauren Peachey, Environmental Planner
- Jaelyn Law, Assistant Environmental Planner
- Pam Reading, Principal Environmental Planner
- JT Stephens, Executive Vice President
- Mohammed Abushanab, Mechanical Noise Engineer
- Jason Thomas, Graphics and GIS Specialist
- Amy Fischer, President/COO
- Jessica Coria, Air Quality Principal
- Cara Cunningham, Associate/Senior Air Quality Specialist
- Bianca Martinez, Air Quality Specialist
- Lauren Johnson, Senior Technical Editor
- Chantik Virgil, Senior Word Processor

7.3 TECHNICAL REPORT PREPARERS

The following individuals were involved in the preparation of the technical reports in support of this Draft EIR. The nature of their involvement is summarized below.

7.3.1 LSA Associates, Inc.

The following individuals were involved in the preparation of the *Biological Resources Assessment, Specific Plan 3.0 Buildout Project, Cypress, Orange County, California* (February 2026):

- Carla Cervantes, Senior Biologist
- Amber Heredia, Principal
- Jeremy Rosenthal, Biologist

- Jessica Quigley, GIS Specialist
- Carie Wingert, Associate
- Christiana Kent, Biologist

The following individual was involved in the preparation of the *Historic Resources Assessment Addendum to the Housing Element Implementation Project to support Specific Plan 3.0 Implementation Project, Cypress* (November 2025):

- Casey Tibbet, Associate

7.3.2 Geotechnologies, Inc.

The following individual was involved in the preparation of the *Environmental Impact Report Soils and Geology Issues, Proposed Mixed-Use Development, 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California* (May 2024):

- Gregorio Varela, RCE

7.3.3 Partner Engineering and Science, Inc.

The following individuals were involved in the preparation of the *Phase I Environmental Site Assessment Report Update, Los Alamitos Race Course Redevelopment, 4961 Katella Avenue, Cypress, California 90720* (July 2025):

- Brooklyn Marcus, Environmental Scientist
- Richard Kim, Environmental Professional

7.3.4 TAIT & Associates, Inc.

The following individual was involved in the preparation of the *Master Plan of Drainage for Specific Plan 3.0 Buildout Project, 4961 Katella Avenue, Cypress, CA* (September 2025) and the *Preliminary Water Quality Management Plan, Specific Plan 2.0 Buildout Project* (October 2025):

- Daniela Malott, PE

The following individual was involved in the preparation of the *Sewer Capacity Study for Specific Plan 2.0 Buildout Project, 4961 Katella Avenue Cypress, CA 90720* (September 2025):

- Jacob Vandervis, PE

7.4 PERSONS CONSULTED

The following agencies and individuals were consulted during the preparation of this Draft EIR:

- Cypress Police Department (CPD)
  - Captain Scott Ausmus
- Orange County Fire Authority
  - Fire Prevention Department
- Gabrieleno Band of Mission Indians – Kizh Nation
  - Andrew Salas, Chairperson
- Golden State Water Company, Los Alamitos Service Area
- Orange County Sanitation District
  - Adrian Siew, P.E.
- AT&T
  - Steve Ciolek
- Southern California Edison (SCE)
  - Jim Parkin
- Southern California Gas Company (SoCalGas)
- Charter Communications
  - Aurelio Martinez

This page intentionally left blank

8.0 REFERENCES

SECTION 4.1: AESTHETICS

California Department of Transportation (Caltrans). 2008. Scenic Highway Guidelines. Website: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways (accessed May 19, 2025).

_____. 2015. Last modified July 2019. List of Eligible and Officially Designated State Scenic Highways. Website: https://dot.ca.gov/-/media/dot-media/programs/design/documents/desig-and-eligible-aug2019_a11y.xlsx (accessed May 19, 2025).

City of Cypress. 2001. *Cypress General Plan.* September.

_____. 2001. *Cypress General Plan Conservation, Open Space/Recreation Element.* Website: https://www.cypressca.org/home/showpublisheddocument/686/636123123792970000 (accessed March 2026).

United States Census Bureau. 2010a. Los Angeles—Long Beach—Anaheim, CA Urbanized Area No. 51445. Website: https://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ua51445_los_angeles--long_beach--anaheim_ca/DC10UA51445_000.pdf (accessed May 19, 2025).

_____. 2010b. Census Urban Area FAQs. Website: https://www.census.gov/programs-surveys/geography/about/faq/2010-urban-area-faq.html (accessed May 19, 2025).

SECTION 4.2: AGRICULTURE AND FORESTRY RESOURCES

California Department of Conservation (DOC). 2004. *A Guide to the Farmland Mapping and Monitoring Program*. Website: https://www.conservation.ca.gov/dlrp/fmmp/Documents/fmmp/Archive/fmmp_guide_2004.pdf (accessed February 5, 2025).

_____. 2020. California Important Farmland Finder. Website: https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed January 20, 2025).

_____. 2022. California Resources Agency. Farmland Mapping and Monitoring Program. Website: https://maps.conservation.ca.gov/dlrp/ciff/ (accessed January 20, 2025).

_____. 2023. California Resources Agency. California Williamson Act Enrollment Finder. Website: https://maps.conservation.ca.gov/dlrp/ WilliamsonAct/App/index.html (accessed January 20, 2025).

City of Cypress. 2001. *Cypress General Plan Conservation, Open Space/Recreation Element*. Adopted 2001. Website: https://www.cypressca.org/home/showpublisheddocument/686/636123123 792970000 (accessed January 21, 2025).

_____. 2025. City of Cypress Zoning Map. August. Website: https://www.cypressca.org/departments/community-development/zoning-map (accessed January 20, 2025).

County of Orange. n.d. *Orange County General Plan Resources Element.* pp.VI-9. Website: https://ocds.ocpublicworks.com/sites/ocpwocds/files/import/data/files/40235.pdf (accessed February 5, 2025).

SECTION 4.3: AIR QUALITY

California Air Pollution Control Officers Association (CAPCOA). 2024. *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*. October. Website: https://www.caleemod.com/handbook/index.html (accessed November 2025).

California Air Resources Board (CARB). 2000. Stationary Source Division and Mobile Source Control Division. *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles.* October.

_____. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB Handbook). April.

_____. 2024. Ambient Air Quality Standards.

_____. 2025a. Common Air Pollutants. Website: https://ww2.arb.ca.gov/resources/common-air-pollutants (accessed October 2025).

_____. 2025b. Top Four. Website: https://www.arb.ca.gov/adam/topfour/topfour1.php (accessed October 2025).

City of Cypress. 2001. *Cypress General Plan Air Quality Element.* October 5.

Kimley-Horn and Associates, Inc. 2025. *Cypress Specific Plan 3.0 Buildout Project Traffic Study*. July.

South Coast Air Quality Management District (SCAQMD). 1993. *CEQA Air Quality Handbook.* Website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993) (accessed October 2025).

_____. 2018. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin. Website: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf (accessed October 2025).

_____. 2021. Localized Significance Thresholds. Website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-hand book/localized-significance-thresholds (accessed October 2025).

_____. 2022. *2022 Air Quality Management Plan*. December. Website: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16 (accessed November 2025).

Southern California Association of Governments (SCAG). 2021. SCAG 6th Cycle Final RHNA Allocation Plan. Website: https://scag.ca.gov/sites/main/files/file-attachments/6th_cycle_final_rhna_allocation_plan_070121.pdf?1646938785 (accessed January 28, 2025).

_____. 2024a. Connect SoCal: The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments. Website: https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf (accessed October 2025).

_____. 2024b. 2024–2050 RTP/SCS Draft Connect SoCal 2024 Growth Projections.

_____. 2024c. 2024–2050 RTP/SCS Demographics & Growth Forecast Technical Report. Website: https://www.scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf (accessed October 2025).

Supreme Court of California. 2015. *Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno, Plaintiffs and Appellants, v. County of Fresno, Defendant and Despondent, and Friant Ranch, L.P., Real Part in Interest and Despondent.* April.

United States Census Bureau. 2024. *Cypress City, California* QuickFacts. Website: https://www.census.gov/quickfacts/fact/table/cypresscitycalifornia/PST045224 (accessed October 2025).

United States Environmental Protection Agency (USEPA). 2025. Outdoor Air Quality Data, Monitor Values Report. Website: https://www.epa.gov/outdoor-air-quality-data/monitor-values-report (accessed October 2025).

SECTION 4.4: BIOLOGICAL RESOURCES

California Department of Fish and Wildlife (CDFW). 2024a. *State of California, Department of Fish and Wildlife Biogeographic Data Branch. California Natural Diversity Database (CNDDB). RareFind 5 (Version 5.3.0)* website: https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data (accessed March 2026).

_____. 2024b. BIOS Habitat Connectivity Viewer (v6.24.1002). Website https://apps.wildlife.ca.gov/bios6/?bookmark=648 (accessed March 2026).

City of Cypress. 1996. *Cypress Inventory of Landmark Trees.* July.

Jones & Stokes Associates, Inc. 1993. *Methods Used to Survey the Vegetation of Orange County Parks and Open Space Areas and The Irvine Company Property.* February 10. (JSA 92-032.) Sacramento. Prepared for the County of Orange, Environmental Management Agency, Environmental Planning Division, Santa Ana, California.

LSA Associates, Inc (LSA). 2026. B*iological Resources Assessment, Specific Plan 3.0 Buildout Project, Cypress, Orange County, California.* February.

United States Fish and Wildlife Service (USFWS). 2024a. Environmental Conservation Online System (ECOS). Information for Planning and Conservation (IPaC) Trust Resources Report. July 2019. Website: http://ecos. fws.gov/ecp/ (accessed March 2026).

_____. 2024b. USFWS Critical Habitat Mapper. December 9. Website: http://ecos.fws.gov/crithab/ (accessed March 2026).

_____. n.d. Monarch. Website: https://www.fws.gov/ species/ monarch-danaus-plexippus(accessed January 20, 2025).

SECTION 4.5: CULTURAL RESOURCES

California Office of Historic Preservation (OHP). 1999. *California Register and National Register: A Comparison (for purposes of determining eligibility for the California Register), OHP Technical Assistance Series #6*. Pg. 2.

Carpenter, Virginia. 2003. *Ranchos of Orange County: Chronologies of Early California*. Produced in cooperation with Jane Mueller. California: The Paragon Agency Publishers.

Chamberlain, Richard. 2000. *Los Alamitos Race Course 50 Years of Racing 1951-2000.* Brochure provided by Facilities Manager, Frank Sherran, June 2022.

City of Cypress. 2001. *Cypress General Plan Conservation/Open Space/Recreation Element*. September 10, 2001. Website: https://www.cypressca.org/home/showpublisheddocument /686/63612 3123792970000 (accessed March 2026).

_____. 2020. *Cypress City Center Project Environmental Report, Draft, SCH #2019110458*. Section 4.16-4. Website: https://files.ceqanet.opr.ca.gov/257330-3/attachment/pPtqudn4y D91Uls UP_CKNqJ72MJ0kYlHFzJsGzBHYFnlgWkhiTD33EKMOE--4IQOdoGX3ne3ABNyI6Km0 (accessed March 2026).

Epting, Charles. 2014. *The New Deal in Orange County California.* South Carolina: The History Press.

Geotechnologies, Inc. 2024. *Environmental Impact Report Soils and Geology Issues, Proposed Mixed-Use Development, 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California*. May 2, 2024.

Historicaerials.com. var. Historic aerial photographs of the Los Alamitos Race Course Property. Website: https://www.historicaerials.com/viewer (accessed March 2026).

Long Beach Press-Telegram. 1947. *Cycle Club Bills Races on New Vessels Track*. Page 16.

Los Angeles Times. 1991. *Los Alamitos: Track Celebrates 40th Anniversary.* Website: https://www. latimes.com/archives/la-xpm-1991-12-04-sp-244-story.html (accessed March 2026).

LSA Associates, Inc (LSA). 2023. H*istoric Resources Assessment, Cypress Housing Element Implementation, Cypress, Orange County, California.* November.

_____. 2025. *Historic Resources Assessment Addendum to the Housing Element Implementation Project to support Specific Plan 3.0 Implementation Project, Cypress*. November 4.

National Park Service (NPS). The Native American Graves Protection and Repatriation Act (NAGPRA). Website: https://www.nps.gov/archeology/tools/laws/nagpra.htm (accessed March 2026).

Wheeler, Eileen, and Dr. Warren Beck. *City of Cypress History.* News-Enterprise Archives. Website: http://www.cypressca.org/home/showdocument?id=6 (accessed March 2026).

Whiting, David. 2015. *Cypress Evolves from Cow Town to Community Town.* The Orange County Register. Website: https://www.ocregister.com/2015/08/04/whiting-cypress-evolves-from-cow-town-to-community-town/ (accessed March 2026).

SECTION 4.6: ENERGY

California Energy Commission (CEC). 2018. *California Energy Demand, 2018–2030 Revised Forecast*. Publication Number: CEC-200-2018-002-CMF. February. Website: https://efiling.energy.ca.gov/getdocument.aspx?tn=223244 (accessed November 2025).

_____. 2021. Supply and Demand of Natural Gas in California. Website: https://www. energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california (accessed October 2025).

_____. 2023. *2023 Total System Electric Generation*. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2023-total-system-electric-generation (accessed October 2025).

_____. 2024. *2024 Integrated Energy Policy Report Update.* Docket Number 24-IEPR-01.

_____. 2025a. California Electricity Consumption Dashboard. Website: https://www.energy. ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0 (accessed October 2025).

_____. 2025b. Natural Gas Consumption Dashboard. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1 (accessed October 2025).

_____. n.d. Diesel Fuel Data, Facts, and Statistics. Website: https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/diesel-fuel-data-facts-and-statistics (accessed January 2026).

California Public Utilities Commission (CPUC). 2019. Renewables Portfolio Standard Program. Website: cpuc.ca.gov/rps (accessed September 2025).

Southern California Association of Governments (SCAG). 2024. Connect SoCal 2024: The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments. Website: https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf (accessed October 2025).

Southern California Edison (SCE). 2024. Southern California Edison Fact Sheet. October 16.

_____. n.d. About Us. Website: https://www.sce.com/about-us/who-we-are (accessed October 2025).

Southern California Gas Company (SoCalGas). 2020. About SoCalGas. Website: https://www.socalgas.com/about-us (accessed October 2025).

United States Energy Information Administration (EIA). 2022. California State Profile and Energy Estimates, Data. Website: www.eia.gov/state/seds/data.php?incfile=/state/seds/sepfuel/html/fuel_mg.html&sid=CA (accessed September 2025).

_____. 2026. Short-Term Energy Outlook. Website: https://www.eia.gov/outlooks/steo/report/petro_prod.php (accessed January 2026).

SECTION 4.7 GEOLOGY AND SOILS

California Department of Conservation (DOC) California Geological Survey (CGS). 1998, Revised 2006. *Seismic Hazard Zone Report of the Los Alamitos Quadrangle, Plate 1.2,* entitled "Historically Highest Ground Water Contours".

_____. 2002. California Geomorphic Provinces. Note 36.

_____. 2006. *Seismic Hazard Zone Report of the Los Alamitos Quadrangle, Plate 1.2*.

_____. 2025a. Earthquake Zones of Required Investigation. Website: https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/ (accessed January 21, 2025).

_____. 2025b. Landslide Inventory. Website: https://maps.conservation.ca.gov/cgs/lsi/app/ (accessed January 21, 2025).

California Department of Water Resources (DWR). 2013. California's Groundwater Update 2013. Natural Resources Agency. Website: https://cawaterlibrary.net/wp-content/uploads/2017/05/GWU2013_Ch6_SouthCoast_ Final.pdf (accessed January 22, 2025).

City of Cypress. 2001. *Cypress General Plan Environmental Impact Report*. Geologic and Seismic Hazards, pp. 4.6-13. Website: https://www.cypressca.org/home/showpublished document/678/636123124960830 000 (accessed January 21, 2025).

_____. 2001. *Cypress General Plan Safety Element.* Website: https://www.cypressca.org/home/showdocument?id=714 (accessed January 20, 2025).

Geotechnologies, Inc. 2024. *Environmental Impact Report Soils and Geology Issues, Proposed Mixed-Use Development, 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California.* May 2, 2024.

Norris, R.M., and R.W. Webb. 1976. *Geology of California*, Wiley.

Sharp, R.V. 1976. Surface faulting in Imperial Valley during the earthquake swarm of January–February 1975. *Bulletin of the Seismological Society of America, 66*(4), 1145–1154.

Society of Vertebrate Paleontology (SVP). 2010. *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*. Bethesda, MD.

Yerkes, R.F., T.H. McCulloh, J.E. Schoellhamer, and J.G. Vedder. 1965. *Geology of the Los Angeles, Basin, California - An Introduction,* U.S. Geological Survey Professional Paper 420-A.

SECTION 4.8: GREENHOUSE GAS EMISSIONS

California Air Resources Board (CARB). 2017a. *California's 2017 Climate Change Scoping Plan*. November.

_____. 2017b. *Second Update to the Climate Change Scoping Plan: Building on the Framework.* Website: www.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2017-scoping-plan-documents (accessed October 2025).

_____. 2017c. *Short-Lived Climate Pollutant Reduction Strategy.* March. Website: https://ww2.arb.ca.gov/sites/default/files/2020-07/final_SLCP_strategy.pdf (accessed October 2025).

_____. 2022a. *2022 Scoping Plan*. November 16. Website: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf (accessed October 2025).

_____. 2022b. *2022 Scoping Plan Appendix D Local Actions.* November. Website: https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf (accessed November 2025).

_____. 2024. Assembly Bill 32 Greenhouse Gas Emissions Inventory for 2000-2022 – by Gas.

_____. 2024. *California Greenhouse Gas Emissions for 2000 to 2022, Trends of Emissions and Other Indicators Report*. Website: https://ww2.arb.ca.gov/sites/default/files/2024-09/nc-2000_2022_ghg_inventory_trends.pdf (accessed October 2025).

South Coast Air Quality Management District (SCAQMD). 2008. *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans.* Website: https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf (accessed October 2025).

Southern California Association of Governments (SCAG). 2021. SCAG 6th Cycle Final RHNA Allocation Plan. Website: https://scag.ca.gov/sites/main/files/file-attachments/6th_cycle_final_rhna_allocation_plan_ 070121.pdf?1646938785 (accessed January 28, 2025).

_____. 2024a. 2024–2050 RTP/SCS Draft Connect SoCal 2024 Growth Projections.

_____. 2024b. Connect SoCal 2024: The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments. Website: https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf (accessed October 2025).

Southern California Edison (SCE). 2022. *2019 Reach Code Cost-Effectiveness Analysis. Full Service and Quick-Service Restaurants.* February.

United Nations Framework Convention on Climate Change (UNFCCC). 2023. GHG Data from UNFCCC. Website: unfccc.int/process-and-meetings/transparency-and-reporting/greenhouse-gas-data/ghg-data-unfccc/ghg-data-from-unfccc (accessed October 2025).

United States Census Bureau. 2024. *Cypress City, California QuickFacts.* Website: https://www.census. gov/quickfacts/fact/table/cypresscitycalifornia/PST045224 (accessed October 2025).

United States Court of Appeals for the Ninth Circuit. Filed April 17, 2023. California Restaurant Association v. City of Berkeley, (9th Cir. 2023) 65 F. 4th 1045, amended and superseded by (9th Cir. 2024) 89 F.4th 1094.

United States Environmental Protection Agency (USEPA). 2015. Black Carbon, Basic Information. February 14, 2017. Website: 19january2017snapshot.epa.gov/www3/airquality/blackcarbon/basic.html (accessed October 2025).

_____. 2024. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2022. Website: https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2022 (accessed October 2025).

SECTION 4.9 HAZARDS AND HAZARDOUS MATERIALS

California Department of Forestry and Fire Protection (CAL FIRE). 2011. Very High Fire Hazard Severity Zones in LRA. Website: https://osfm.fire.ca.gov/media/6739/fhszl_map30.pdf (accessed May 5, 2025).

City of Cypress. 2001. *Cypress General Plan Environmental Impact Report.* Geology and Seismic Hazards. Page 4.6-7.

_____. 2001. *Cypress General Plan Safety Element.* Website: https://www.cypressca. org/home/showpublisheddocument/11369/638061 699910600000 (accessed August 2025).

_____. 2001. *Cypress General Plan Safety Element.* Emergency Evacuation Routes Map (Exhibit SAF-5). Website: https://www.cypressca.org/home/showpublisheddocument/11369/638061699910600000 (accessed August 2025).

_____. *Cypress Municipal Code.* Article 1 Building Code. Website: https://ecode360.com/43161122?highlight=wildfire&searchId=27276884112912523#43161122 (accessed May 6, 2025).

_____. *Cypress Municipal Code.* Chapter 5. Website: https://ecode360.com/43161112 (accessed August 2025).

Orange County Airport Land Use Commission (ALUC). 2017. *Airport Environs Land Use Plan (AELUP) for Joint Forces Training Base (JFTB) Los Alamitos*. Amended August 17, 2017.

Orange County Fire Authority (OCFA). 2007. *Hazardous Material Management Plan.* Hazardous Materials Identification. December 6, 2007.

Partner Engineering and Science, Inc. 2025. *Phase I Environmental Site Assessment Report Update, Los Alamitos Race Course Redevelopment, 4961 Katella Avenue, Cypress, California 90720.* July 17.

SECTION 4.10 HYDROLOGY AND WATER QUALITY

California Department of Conservation (DOC). 2022. *Solano County Tsunami Hazard Areas.* Website: https://www.conservation.ca.gov/cgs/tsunami/maps/solano (accessed March 2026).

California Department of Water Resources (DWR). 2004. *California's Groundwater Bulletin 118. Coastal Plains of Orange County Groundwater Basin*. February 27.

_____. n.d.-a. *Basin Boundaries Data Viewer.* Website: https://www.arcgis.com/home/webmap/viewer.html?url=https://gis.water.ca.gov/arcgis/rest/services/Geoscientific/i08_B118_CA_GroundwaterBasins/FeatureServer (accessed March 2026).

_____. n.d.-b. *Flood Risk Map Web Viewer.* Website: https://gis.lfpz.water.ca.gov/lfpz/ (accessed March 2026).

_____. n.d.-c. *SGMA Basin Prioritization Dashboard.* Website: https://gis.water.ca.gov/app/bp-dashboard/final/ (accessed March 2026).

County of Orange. 2003. *Drainage Area Management Plan (DAMP).* Website: https://ocerws.ocpublicworks.com/service-areas/oc-environmental-resources/oc-watersheds/documents/drainage-area-management-plan-7 (accessed March 2026).

_____. 2011. *Model Water Quality Management Plan (Model WQMP),* Exhibit 7.II. May 19.

_____. 2012. *Construction Runoff Guidance Manual for Contractors, Project Owners, and Developers.* December.

_____. 2013. *Technical Guidance Document (TGD) for the Preparation of Conceptual/Preliminary and/or Project Water Quality Management Plans (WQMPs).* Exhibit 7.III, December 20.

City of Anaheim. 2022. Be Ready Anaheim – Know the Hazards. May 18. Website: https://gis.anaheim.net/portal/apps/experiencebuilder/experience/?id=18a98741d67f49ccb4021813182688be&page=Be-Ready-Anaheim&views=Dam-Inundation (accessed March 2026).

_____. 2022. *Local Hazard Mitigation Pla*n. May 18.

City of Cypress. 2007. *Master Plan of Drainage*. May.

Geotechnologies, Inc. 2024. *Environmental Impact Report Soils and Geology Issues, Proposed Mixed-Use Development, 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California.* May 2, 2024.

John L. Hunter and Associates, Inc. 2014. Lower San Gabriel River Watershed Management Program. Website: https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/watershed_management/san_gabriel/lower_sangabriel/LowerSGR_WMP1.pdf (accessed March 2026).

Los Angeles Regional Water Quality Control Board (RWQCB). 2018. Water Quality and Watersheds: San Gabriel River Watershed. Website: https://www.waterboards.ca.gov/rwqcb4/water_issues/programs/regional_program/Water_Quality_and_Watersheds/san_gabriel_river_watershed/summary.shtml (accessed March 2026).

Orange County Water District (OCWD), City of La Habra, and Irvine Ranch Water District. 2027. *Basin 8-1 Alternative*. January 1.

Santa Ana Regional Water Quality Control Board (RWQCB). 1995a. *Water Quality Control Plan (Basin Plan) for the Santa Ana River Basin*. January 24. Updated June 2019 to include approved amendments.

_____. 1995b. *Water Quality Control Plan (Basin Plan) for the Santa Ana River Basin, Chapter 1: Introduction, Figure 1-1: Santa Ana Region*. January 24. Updated June 2019 to include approved amendments.

_____. 1995c. *Water Quality Control Plan (Basin Plan) for the Santa Ana River Basin, Chapter 3: Beneficial Uses*. January 24. Updated June 2019 to include approved amendments.

_____. 1995d. *Water Quality Control Plan (Basin Plan) for the Santa Ana River Basin, Chapter 4: Water Quality Objectives*. January 24. Updated June 2019 to include approved amendments.

_____. 2020. *The General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimis) Threat to Water Quality*, *Order No. R8-2020-0006, NPDES No. CAG998001.* June 19.

_____. *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County, Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062.*

Santa Ana River Flood Protection Agency (SARFPA). 2023. *SARFPA Executive Committee Meeting Minutes.* September 28.

State Water Resources Control Board (SWRCB). 2017. California's Areas of Special Biological Significance. Website: https://www.Waterboards.ca.gov/water_issues/programs/ocean/asbs_map.shtml (accessed March 2026).

_____. 2022. *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (General Permit), Order WQ 2022-0057-DWQ, NPDES No. CAS000002*. Adopted September 8.

_____. 2024. *2024 California Integrated Report.* Website: https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2024-integrated-report.html (accessed April 2025).

Stetson Engineers, Inc. 2025. *Water Supply Assessment, Specific Plan 2.0 Buildout Project.* March 17.

TAIT & Associates, Inc. 2025a. *Master Plan of Drainage for Specific Plan 3.0 Buildout Project, 4961 Katella Avenue, Cypress, CA.* September 16.

_____. 2025b. *Preliminary Water Quality Management Plan, Specific Plan 2.0 Buildout Project.* October 29.

SECTION 4.11: LAND USE AND PLANNING

City of Cypress. 2001. *Cypress General Plan.*

_____. 2001. *Introduction to the General Plan*. Website: https://www.cypressca.org/ home/showpublisheddocument/662/636123113549170000 (accessed January 22, 2025).

Southern California Association of Governments (SCAG). 2024. 2024–2050 RTP/SCS Connect SoCal. Website: https://www.scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-compl ete-040424.pdf (accessed May 6, 2025).

SECTION 4.12: MINERAL RESOURCES

California Department of Conservation (DOC). 1994. Generalized Mineral Land Classification of Orange County, California. Division of Mines and Geology.

_____. 2000. *SMARA Mineral Land Classification. Division of Mines and Geology.* January. Website: https://www.conservation.ca.gov/smgb/Guidelines/Documents/ClassDesig.pdf (accessed January 23, 2025).

_____. n.d. *Minerals.* Website: https://www.conservation.ca.gov/cgs/minerals (accessed January 23, 2025).

City of Cypress. 2001. *Cypress General Plan Conservation, Open Space/Recreation Element*. Website: https://www.cypressca.org/home/showpublisheddocument/686/636123123792970000 (accessed March 2026).

County of Orange. 2013. *County of Orange General Plan Resources Element.* Website: https://ocds.ocpublicworks.com/sites/ocpwocds/files/import/data/files/40235.pdf (accessed January 23, 2025).

Geotechnologies, Inc. 2024. *Environmental Impact Report Soils and Geology Issues, Proposed Mixed-Use Development, 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California.* May 2, 2024.

SECTION 4.13: NOISE

California Department of Transportation (Caltrans). 2013. *Technical Noise Supplement (TeNS)* Sacramento, CA.

City of Cypress. 2001. *Cypress General Plan Noise Element.* Website: https://www.cypressca. org/home/showpublisheddocument/718/636123119313270000 (accessed March 2026).

Federal Highway Administration (FHWA). 2006. *Highway Construction Noise Handbook.*

Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual*, Report No. FTA-0123. Washington, DC: U.S. Department of Transportation.

Kimley-Horn and Associates, Inc. 2025. *Cypress Specific Plan 3.0 Buildout Project*. July.

Los Alamitos Race Course. 2025. Simulcast Racing Information, Los Alamitos, CA. Website: https://losalamitos.com (accessed December 15, 2025).

United States Environmental Protection Agency (USEPA). 1974. *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety*. Washington, DC: U.S. Environmental Protection Agency, Office of Noise Abatement and Control.

World Health Organization (WHO). 2018. *Environmental Noise Guidelines for the European Region.* Copenhagen: WHO Regional Office for Europe.

SECTION 4.14: POPULATION AND HOUSING

California Employment Development Department (EDD). 2024. Monthly Labor Force Data for Cities and Census Designated Places, Orange County, April. Website: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Flabormarketinfo.edd.ca.gov%2Ffile%2Flfmonth%2Foransub.xls&wdOrigin=BROWSELINK (aaccessed January 28, 2025).

City of Cypress. 2022. *Cypress General Plan 2021–2029 Housing Element Update.* Website: https://www.cypressca.org/home/showpublisheddocument/12491/638507649724670000 (accessed May 6, 2025).

Southern California Association of Governments (SCAG). 2001. The New Economy and Jobs/Housing Balance in Southern California. Website: https://scag.ca.gov/sites/default/files/old/file-attachments/new economyjobshousingbalance.pdf (accessed May 6, 2025).

_____. 2021. SCAG 6th Cycle Final RHNA Allocation Plan. Website: https://scag.ca.gov/ sites/main/ files/file-attachments/6th_cycle_final_rhna_allocation_plan_070121.pdf?1646938785 (accessed January 28, 2025).

_____. 2024a. 2024–2050 RTP/SCS Draft Connect SoCal 2024 Growth Projections. Website: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fscag.ca.gov%2Fsites%2Fmain%2Ffiles%2Ffile-attachments%2F03_scag_drtp24_citytier2taz_092523.xlsx%3F1695685277&wdOrigin=BROWSELINK (accessed May 6, 2025).

_____. 2024b. 2024–2050 RTP/SCS Demographics & Growth Forecast Technical Report. Website: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecast-final-040424.pdf?1712261839 (accessed January 23 and May 6, 2025).

United States Census Bureau. 2022. American Community Survey 2022 5-Year Estimates, Table S0101 Website: https://data.census.gov/table/ACSST5Y2022.S0101?q=cypress,%20california%20%20and%20orange%20county,%20california%20population%20by%20age%20group&g=160XX00US0617750 (accessed February 6, 2025).

_____. 2024. *Cypress City, California* QuickFacts. Website: https://www.census.gov/quickfacts/fact/table/cypresscitycalifornia/PST045224 (accessed January 28, 2025).

Weitz, Jerry. 2003. *Planning Advisory Service Report No. 516: Jobs-Housing Balance.* American Planning Association.

SECTION 4.15: PUBLIC SERVICES

Anaheim Union High School District (AUHSD). 2022. *Facilities Master Plan Update, 3.2 Planning Considerations; Enrollment Projections and Demographics.* February 16. Website: https://www.auhsd.us/ District/Department/14195-FACILITIES/88521-New-2022-Facilities-Master-Plan.html (accessed May 8, 2025).

California Department of Education. 2023. DataQuest, Enrollment Multi-Year Summary by Grade, Los Alamitos Unified Report (30-73924). Website: https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdYears.aspx?cds=3073924&agglevel=district&year=2022-23&ro=y (accessed March 2026).

City of Cypress. 2001. *Cypress General Plan*.

_____. 2017. *Cypress Police Department Overview*. Website: https://www.cypressca.org/departments/police/the-community-we-serve (accessed April 30, 2025).

_____. 2022. *Cypress General Plan 2021–2029 Housing Element Update*. Website: https://www.cypressca.org/departments/community-development/information-on-notable-projects/housing-element-update (accessed May 9, 2025).

_____. 2023a. *Recreation and Community Services, Lexington Park.* Website: https://www.cypressca.org/activities/lexington-park-rental (accessed January 30, 2025).

_____. 2023b. *Recreation and Community Services, MacKay Park*. Website: https://www. cypressca.org/Home/Components/FacilityDirectory/FacilityDirectory/66/240 (accessed January 30, 2025).

_____. 2024. *Recreation and Community Services, Facility and Park Locations.* Website: https://www.cypressca.org/activities/facility-park-locations (accessed January 30, 2025).

_____. *Cypress Municipal Code.* Article VI Park and Recreation Facilities. Website: https://ecode360.com/43174531?highlight=park,recreational&searchId=27310103989275 668#43174532 (accessed May 6, 2025).

Cooperative Strategies. 2020. *Residential and Commercial/Industrial Development School Fee Justification Study, Cypress School District*. April 30.

_____. 2024. *Residential and Commercial/Industrial Development School Fee Justification Study, Cypress School District*. March 28.

Education Data Partnership. 2024a. *Anaheim Union High. 2023-2024 Enrollment.* Website*:* https://www.ed-data.org/district/Orange/Anaheim-Union-High/ps_MTIwODg0 (accessed May 8, 2025).

_____. 2024b. *Cypress Elementary. 2023-2024 Enrollment.* Website: https://www.ed-data.org/district/Orange/Cypress-Elementary (accessed May 7, 2025).

_____. 2024c. *Los Alamitos Unified. 2023-2024 Enrollment.* Website*:* https://www.ed-data.org/district/Orange/Los-Alamitos-Unified (accessed May 12, 2025).

Orange County Fire Authority (OCFA). 2019. *Operations*. Website: https://ocfa.org/AboutUs/Departments/Operations.aspx (accessed January 22, 2025).

_____. 2020. *Operations*. Website: https://www.ocfa.org/AboutUs/Departments/Operations.aspx (accessed May 7, 2025).

_____. 2023. *OCFA 2023 Statistical Annual Report.* Website: https://ocfa.org/Uploads/Transparency/OCFA%20Annual%20Report%202023.pdf (accessed January 30 and May 9, 2025).

_____. 2025. Fiscal Year 2025-2026 Adopted Budget. Website: https://storageocfapro d001.blob.core.windows.net/blobocfaprod01/2025/08/OCFA-2025-2026-Adopted-Budget.pdf (accessed February 13, 2026).

_____. n.d.-a. Find Closest Fire Stations in Orange County. Website: https://ocfa.org/AboutUs/Station Locator/stationlocator-map.html (accessed May 5, 2025).

_____. n.d.-b. Fire Station 2. Website: https://ocfa.org/AboutUs/Departments/Operations Directory/Division1.aspx (accessed May 12, 2025).

_____. n.d.-c. Fire Station 84. Website: https://ocfa.org/AboutUs/Departments/Operations Directory/Division1.aspx (accessed May 12, 2025).

_____. n.d.-d. Member Cities, OCFA Coverage. Website: https://www. ocfa.org/about-us/member-cities/ (accessed August 2025).

Orange County Public Libraries (OCPL). 2023a. *About OCPL.* Website: https://www.ocpl.org/services/about-ocpl (accessed February 6, 2025).

_____. 2023b. *OC Public Libraries Annual Report 2023.*

_____. 2025. *Cypress Library, Resources and Services.* Website: https://www.ocpl.org/libraries/cypress (accessed May 7, 2025).

Southern California Association of Governments (SCAG). 2024. Connect Socal 2024. *Demographics and Growth Forecast Technical Report*. Adopted April 4, 2024. Website: https://sustain.scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf (accessed May 13, 2025).

_____. 2024. Regional Growth Forecasting. Website: https://scag.ca.gov/growth-forecasting (accessed May 8, 2025).

State of California. 2007. *Office of Public School Construction, School Facility Program Handbook*. State Allocation Board. April.

_____. 2019. *Office of Public School Construction.* Student Enrollment.

United States Census Bureau. 2023. *Cypress City, California* QuickFacts. Website: https://www.census.gov/quickfacts/fact/table/cypresscitycalifornia,US/PST045223 (accessed January 2025).

_____. 2024. *Cypress City, California* QuickFacts. Website: https://www.census.gov/quickfacts/fact/table/cypresscitycalifornia/PST045224 (accessed January 28, 2025).

SECTION 4.16: RECREATION

City of Cypress. 2001. *Cypress General Plan Conservation/Open Space/Recreation Element.*

_____. 2015. *Barton Place Final Environmental Impact Report.* October.

_____. 2020. Facility and Park Locations. Website: https://www.cypressca.org/activities/facility-park-locations (accessed March 2026).

_____. 2024. City of Cypress Municipal Code. Article VI Park and Recreation Facilities. Website: https://ecode360.com/43174531?highlight=park,recreational&searchId=27310103989275668#43174532 (accessed May 6, 2025).

United States Census Bureau. 2024. *Cypress City, California* QuickFacts. Website: https://www.census.gov/quickfacts/fact/table/cypresscitycalifornia/PST045224 (accessed January 28, 2025).

SECTION 4.17: TRANSPORTATION

City of Cypress. 2001. *Cypress General Plan.*

_____. 2001. *Cypress General Plan Circulation Element.*

County of Orange. 2020. *Guidelines For Evaluating Vehicle Miles Traveled Under CEQA for Orange County*. September 17.

Governor's Office of Land Use and Climate Innovation (LCI) (previously the Governor's Office of Planning and Research [OPR]). 2018. *Technical Advisory on Evaluating Transportation Impact In CEQA.* April.

Kimley-Horn and Associates, Inc. 2025a. *Traffic Study for Cypress Specific Plan 3.0 Buildout Project*, Table 3. July.

_____. 2025b. *Vehicle Miles Traveled (VMT) Analysis for Specific Plan 3.0 Buildout Project*. May.

Orange County Transportation Authority (OCTA). 2025a. *2024 Orange County Transit Vision Master Plan*. May.

_____. 2025b. OCTA Approves $1.74 Billion Balanced Budget for FY 2025-26. June 6. Website: https://www.octa.net/news/news-releases/octa-approves-174-billion-balanced-budget-for-fy-2025-26 (accessed October 2025).

_____. 2025c. OCTA Seeks Public Input to Help Shape Orange County's Transportation Future. October 3. Website: https://www.octa.net/news/ news-releases/octa-seeks-public-input (accessed October 2025).

United States Census Bureau. 2022. American Community Survey 2018-2022 5-Year Estimates: Table B08301, "Means of Transportation to Work". National Archive: https://www.census.gov/programs-surveys/acs/technical-documentation/table-and-geography-changes/2022/5-year.html (accessed March 2026).

SECTION 4.18 TRIBAL CULTURAL RESOURCES

City of Cypress. 2001. *Cypress General Plan Conservation/Open Space/Recreation Element.* September 10, 2001.

_____. 2020. *Cypress City Center Draft Project Environmental Report*, SCH #2019110458. Section 4.16-4. Website: https://files.ceqanet.opr.ca.gov/257330-3/attachment/pPtqudn4yD91UlsUP_CKNqJ72MJ0kYlHFzJsGzBHYFnlgWkhiTD33EKMOE--4IQOdoGX3ne3ABNyI6Km0 (accessed December 2025).

Geotechnologies, Inc. 2024. *Environmental Impact Report Soils and Geology Issues, Proposed Mixed-Use Development, 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California.* May 2, 2024.

SECTION 4.19: UTILITIES AND SERVICE SYSTEMS

California Department of Resources, Recycling, and Recovery (CalRecycle). n.d.-a. SWIS Facility Detail, Frank R. Bowerman Sanitary LF (30-AB-0360). Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2767?siteID=2103 (accessed May 23, 2025).

_____. n.d.-b. *SWIS Facility Detail, Olinda Alpha Landfill (30-AB-0035).* Website: https://www2.calrecycle.ca.gov/SolidWaste/ SiteActivity/Details/2757?siteID=2093 (accessed May 23, 2025).

_____. n.d.-c. *SWIS Facility Detail, Prima Deshecha Landfill (30-AB-0019)*. Website: https://www2.calrecycle.ca.gov/Solid Waste/SiteActivity/2750?siteID=2085 (accessed May 23, 2025).

California Energy Commission (CEC). 2024. *2023 Total System Electric Generation.* Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2023-total-system-electric-generation#:~:text=In%202023%2C%20total%20generation%20for,percent%20in%202022.%20California%27s%20wide (accessed May 23, 2025).

_____. n.d.-a. Electricity Consumption by County. Website: http://www.ecdmsenergy.ca.gov/elecbycounty.aspx (accessed November 11, 2025).

_____. n.d.-b. Electricity Consumption by Entity. Website: http://www.ecdms.energy.ca.gov/elecbyutil.aspx (accessed November 11, 2025).

_____. n.d.-c. Gas Consumption by County. Website: http://www.ecdms.energy.ca.gov/gasbycounty.aspx (accessed November 11, 2025).

_____. n.d.-d. Gas Consumption by Entity. Website: https://ecdms.energy.ca.gov/gasbyutil.aspx (accessed November 11, 2025).

_____. n.d.-e. Supply and Demand of Natural Gas in California. Website: https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california (accessed May 23, 2025).

City of Cypress. 2021. C&D Recycling Requirement. Website: C&D Recycling Requirement, City of Cypress (cypressca.org) (accessed June 3, 2025).

Golden State Water Company (GSWC). 2020. *2020 Urban Water Management Plan, West Orange*.

_____. 2025. *Water Supply Assessment, Specific Plan 3.0 Buildout Project, Cypress, California.* March.

_____. n.d. *Los Alamitos West Orange County*. Website: https://www.gswater.com/los-alamitos (accessed March 2026).

Orange County Sanitation District (OC San). 2019. *Budget Update Fiscal Year 2019-2020*. Website: https://www.ocsd.com/Home/ShowDocument?id=28411 (accessed March 2026).

_____. 2020. *Draft 2020 Program Environmental Impact Report for the 2017 Facilities Master Plan, SCH# 2019070998.* September 2020.

_____. 2024a. *2023–2024 Annual Report Resource Protection Division Pretreatment Program*. Website: https://stage.ocsan.gov/wp-content/uploads/2024/10/OC_San_Pretreatment_Annual_Report_FY_2023_2024_Final.pdf (accessed June 3, 2025).

_____. 2024b. *Adopted Budget Fiscal Years 2024-2025 and 2025-2026*. Website: https://ocsan.gov/financial-reporting/adopted-budget-fy-2024-25-and-2025-26/ (accessed June 3, 2025).

_____. n.d.-a. About Us, General Information, Service Area. Website: https://www.ocsan.gov/service-area/ (accessed May 23, 2025).

_____. n.d.-b. Facts and Key Statistics Webpage. Website: https://www.ocsd.com/services/regional-sewer-service (accessed March 2026).

Orange County Waste & Recycling. n.d. Landfill Information. Website: http://www.oclandfills.com/landfill (accessed May 23, 2025).

Southern California Edison (SCE). n.d. About Us. Website: https://www.sce.com/about-us/who-we-are (accessed May 23, 2025).

Southern California Gas Company (SoCalGas). n.d. Company Profile: About SoCalGas. Website: https://www.socalgas.com/about-us/company-profile (accessed May 23, 2025).

TAIT & Associates, Inc. 2025a. *Master Plan of Drainage for Specific Plan 3.0 Buildout Project, 4961 Katella Avenue, Cypress, CA.* September 16.

_____. 2025b. *Sewer Capacity Study for Specific Plan 2.0 Buildout Project, 4961 Katella Avenue Cypress, CA 90720.* September.

United States Energy Information Administration (EIA). 2019. Today in Energy Webpage. Website: https://www.eia.gov/todayinenergy/detail.php?id=36416 (accessed May 23, 2025).

SECTION 4.20: WILDFIRE

California Department of Forestry and Fire Protection (CAL FIRE). 2022. *Fire and Resource Assessment Program. California Fire Perimeters 2022.* Website: https://www.fire.ca. gov/ what-we-do/fire-resource-assessment-program/fire-perimeters (accessed February 6, 2025).

_____. 2025a. Fire Hazard Severity Zones. March 24. Website: https://osfm.fire.ca.gov/what-we-do/community-wildfire-prepared ness-and-mitigation/fire-hazard-severity-zones (accessed August 2025).

_____. 2025b. Incidents. Website: https://www.fire.ca.gov/incidents (accessed August 2025).

California Department of Transportation (Caltrans). 2014. *California Manual of Uniform Traffic Control Devices,* Federal Highway Administration's MUTCD 2009 Edition, including Revision 1, 2, & 3 as amended for use in California, 14th Editions, Revision 9.

California Department of Water Resources (DWR). 2025. *Flood Risk Map Web Viewer.* Website: https://gis.lfpz.water.ca.gov/lfpz/ (accessed February 6, 2025).

City of Cypress. 2001. *Cypress General Plan Safety Element. S*eptember.

_____. 2001. *Cypress General Plan Safety Element,* Exhibit SAF-2 "Dam Inundation Areas". September 10.

_____. 2001. *Cypress General Plan Safety Element.* Emergency Evacuation Routes Map (Exhibit SAF-5), October 2, 2001.

_____. 2001. *Cypress General Plan.* September. Website: https://www.cypressca.org/home/showpublisheddocument/11369/638061699910600000 (February 6, 2025).

_____. 2001. *Cypress General Plan Environmental Impact Report.* Geology and Seismic Hazards, Page 4.6-7.

County of Orange & Orange County Fire Authority. 2015. *Local Hazard Mitigation Plan*. Website: https://www.smwd.com/DocumentCenter/View/2193/APPENDIX-H_OC-HMP-Final (accessed February 6 and August 2025).

Federal Emergency Management Agency (FEMA). 2009. FEMA's National Flood Hazard Layer (NFHL) Viewer. December. Website: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd (accessed February 6, 2025).

Geotechnologies, Inc. 2024. *Environmental Impact Report, Soils and Geology Issues, Proposed Mixed-Use Development, 4961 Katella Avenue and 5100 Cerritos Avenue, Cypress, California.* May 2, 2024.

ORDINANCE NO. ____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CYPRESS, CALIFORNIA, APPROVING A DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF CYPRESS AND LOS ALAMITOS RACE COURSE, and CYPRESS GC, LLC, FOR THE DEVELOPMENT OF THE LOS ALAMITOS RACE COURSE PROPERTY AND ADOPTING FINDINGS IN SUPPORT THEREOF.

WHEREAS, Government Code §§ 65864 *et seq*. (the "Development Agreement Statute") authorizes the City to enter into a binding Development Agreement ("DA" or "Development Agreement") with any person having a legal or equitable interest in real property for the development of such property and establishing certain development rights therein, all for the purpose of strengthening the public planning process, encouraging private participation and comprehensive planning and identifying the economic costs of such development; and

WHEREAS, pursuant to the Development Agreement Statute, City has adopted procedures and requirements for the consideration of development agreements, which are set forth in City of Cypress Municipal Code ("Municipal Code"), Appendix I (Zoning), Section 4.21.40 ("City Development Agreement Procedures"); and this DA has been prepared, processed, considered and adopted in accordance with such procedures and the Development Agreement Statute; and

WHEREAS, LOS ALAMITOS RACE COURSE, a California general partnership, and CYPRESS GC, LLC, a California limited liability (collectively, "Property Owner") (including its Transferee(s) as that term is defined in the DA) proposes to subdivide approximately 151 acres of the Los Alamitos Race Course property, of which 130 acres is subject to this DA, to facilitate the reasonable buildout of the Cypress Town Center and Commons 3.0 Specific Plan including up to 1,791 residential units and up to 440,000 square feet of commercial space (collectively, the "Project"); and

WHEREAS, City and Property Owner propose to enter into the DA that is attached hereto as Exhibit A; and

WHEREAS, as set forth in more detail in the DA, City has determined that redevelopment of the Site with the Project will facilitate achievement of numerous goals and policies and is consistent with the actions, goals, objectives and policies of the City's General Plan, the Cypress Town Center and Commons 3.0 Specific Plan ("Specific Plan"), as amended, and the Municipal Code; is in the best interests of the City of Cypress; and is in conformity with and will promote the public convenience, health, interest, safety, general welfare, and good land use practices; and

WHEREAS, the discretionary entitlement process for the Project is subject to compliance with the California Environmental Quality Act (CEQA); and to satisfy requirements under CEQA, City, as the lead agency, has caused a Final Environmental

Impact Report (EIR) (as that term is defined in the DA) to be prepared, and then processed the EIR in accordance with the applicable requirements of CEQA; and

WHEREAS, the City Council of the City of Cypress did, on July 14, 2026, hold a duly noticed public hearing to consider the EIR, the Vesting Tentative Tract Map No. 19247, and the Development Agreement. Following receipt of public testimony and consideration of all evidence and documentation in the record, the City Council closed the public hearing, deliberated, certified the Final EIR as reflecting the City's independent judgment and analysis and as having been completed in compliance with CEQA, approved the Vesting Tentative Tract Map No. 19247, and introduced this Ordinance for first reading; and

WHEREAS, all actions required to be taken by City precedent to the adoption of this Ordinance have been regularly and duly taken.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CYPRESS, CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. Findings. The City Council hereby finds and determines as follows:

(a) Approval of the DA is in the best interests of the City; and
(b) The DA is consistent with the actions, goals, objectives, and policies of the General Plan, the Specific Plan, and the City's zoning ordinance; and
(c) The DA will promote the public convenience, health, interest, safety, and welfare of the City.

Section 2. Approval. The City Council hereby approves and adopts the DA in the form presented to the City Council concurrent with the approval and adoption of this Ordinance, which form is attached hereto as Exhibit A. The City Council authorizes and directs the Mayor to execute the DA on behalf of the City, and the City Clerk to record the DA in the Official Records of Orange County in accordance with applicable law.

Section 3. Environmental. The City has caused to be prepared the EIR, which analyzed the Project's potential environmental impacts and therefore considered the Project including, among others, the DA. The City certified the EIR on July 14, 2026.

Section 4. Effective Date. This Ordinance shall be in full force and effect thirty (30) days after its adoption.

Section 5. Posting. The City Clerk shall certify the passage and adoption of this Ordinance, and shall cause the same to be posted in at least three public places designated by resolution of the City Council, and shall cause this Ordinance and its certification, together with proof of posting, to be entered into the Book of Ordinances of this City.

FIRST READ at a regular meeting of the City Council of said City held on the 14th day of July, 2026 and finally adopted and order posted at a regular meeting held on the 25th day of August, 2026.

PASSED, APPROVED and ADOPTED this 25th day of August, 2026.

_____

MAYOR OF THE CITY OF CYPRESS

ATTEST:

_____

CITY CLERK OF THE CITY OF CYPRESS

STATE OF
CALIFORNIA)
COUNTY OF ORANGE) ss

I, LISA BERGLUND, City Clerk of the City of Cypress, DO HEREBY CERTIFY THAT THE FOREGOING Ordinance was duly adopted by said City Council at a regular meeting held on the 25th day of August 2026, by the following roll call vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:

_____

CITY CLERK OF THE CITY OF CYPRESS

EXHIBIT A

DEVELOPMENT AGREEMENT

BETWEEN

THE CITY OF CYPRESS

AND

LOS ALAMITOS RACE COURSE AND CYPRESS GC, LLC

RECORDING REQUESTED BY
AND WHEN RECORDED RETURN TO:

City Of Cypress
5275 Orange Avenue
Cypress, California 90630
Attn: City Clerk

THIS SPACE ABOVE FOR RECORDER'S USE
No fee required pursuant to Government Code § 27383

DEVELOPMENT AGREEMENT
(Specific Plan 3.0 Buildout Project)

BETWEEN

THE CITY OF CYPRESS

AND

LOS ALAMITOS RACE COURSE AND CYPRESS GC, LLC

TABLE OF CONTENTS

1. DEFINITIONS AND EXHIBITS. 4

1.1. Definitions 4

1.2. Exhibits 11

2. GENERAL PROVISIONS. 12

2.1. Binding Effect of Agreement 12

2.2. Transfer and Assignment 12

2.3. Term 13

3. DEVELOPMENT OF THE PROPERTY 14

3.1. Vested Right to Develop 14

3.2. Timing of Development 15

3.3. Development of Project 16

3.4. Processing Fees 16

3.5. Taxes and Assessments and Fees; Reservation of Rights 16

3.6. Regulation by Other Public Agencies 16

3.7. Compliance with Government Code Section 66473.7 17

4. ANNUAL AND SPECIAL REVIEW. 17

4.1. Annual Review 17

4.2. Special Review 17

4.3. Results of Annual or Special Review 18

4.4. City's Rights and Remedies Against Property Owner 19

5. FEES, REQUIRED IMPROVEMENTS, AND BENEFITS. 19

5.1. Development Impact Fees 19

5.2. Deferred Park Fees 19

5.3. Required Improvements and Public Benefits 19

6. MAINTENANCE AND OPERATION COSTS AND OTHER COMMITMENTS. 20

6.1. Pump Station Assessment District; Covenant Regarding Assessment District.....20

6.2. Other Assessment Districts 20

6.3. Maintenance Covenants 20

6.4. Lot 5/6 Park and Stormwater Detention 22

6.5. Acceptance of Public Streets and Utilities.....23

6.6. Easement Termination 23

6.7. Merger of Lots 5 and 6.....24

6.8. Merger or Lot Tie for Lots 8 and 9 24

6.9. Two-Acre Public Park Overlay.....24

6.10. Bicycle and Pedestrian Accessibility 24

7. DEFAULT AND REMEDIES.....24

7.1. Specific Performance Available 24

7.2. Money Damages Unavailable 25

7.3. Termination of Agreement.....25

8. INDEMNIFICATION.....26

8.1. Indemnity Obligations 26

8.2. Prevailing Wage Indemnity and Notice to Property Owner of Labor Code Section 1781.....26

8.3. Cooperation.....27

8.4. Insurance Proceeds.....28

8.5. Challenge to Enforceability of Specific Obligations 28

9. MORTGAGEE PROTECTION. 28

9.1. Encumbrances on the Property 28
9.2. Mortgagee Protection 28
9.3. Mortgagee Not Obligated 29
9.4. Request for Notice to Mortgagee 29
9.5. Mortgagee's Time to Cure 29
9.6. Bankruptcy 29
9.7. Disaffirmation 29
9.8. Estoppel Certificate 29
10. MISCELLANEOUS PROVISIONS 30
10.1. Property Owner Challenge to Agreement 30
10.2. Recordation of Agreement 30
10.3. Entire Agreement 30
10.4. Estoppel Certificate 30
10.5. Severability 30
10.6. Governing Law 30
10.7. Equitable Servitudes and Covenants Running with the Land 31
10.8. Notices 31
10.9. Constructive Notice and Acceptance 32
10.10. Operating Memoranda 32
10.11. Interpretation 32
10.12. Attorneys' Fees 33
10.13. Section Headings 33
10.14. Singular and Plural 33
10.15. Time of Essence 33
10.16. Waiver 33

10.17. No Third Party Beneficiaries 33
10.18. Force Majeure 33
10.19. Extension of Time Limits 33
10.20. Successors in Interest 34
10.21. Counterparts 34
10.22. Project as a Private Undertaking 34
10.23. Further Actions and Instruments 34
10.24. Eminent Domain 34
10.25. Amendments 34
10.26. Authority to Execute 34
10.27. Amendment of Legal Description and Depiction 34

DEVELOPMENT AGREEMENT

(Specific Plan 3.0 Buildout Project)

This Development Agreement ("**Agreement**"), dated for reference purposes as of July ___, 2026, is executed by and between the CITY OF CYPRESS, a municipal corporation of the State of California (the "**City**"), on the one hand, and LOS ALAMITOS RACE COURSE, a California general partnership, and CYPRESS GC, LLC, a California limited liability (collectively, "**Property Owner**"), on the other hand, with respect to the following facts and circumstances:

RECITALS

A. On November 5, 2024, the voters of the City approved the Cypress Town Center and Commons Specific Plan 3.0 (the "**Specific Plan**") pursuant to "Measure S." The Specific Plan establishes a comprehensive master plan and regulatory framework for the use and development of approximately 151.4 acres of land in the City of Cypress, County of Orange, State of California (the "**Specific Plan Area**").

B. Property Owner owns fee title to and otherwise has a legal or equitable interest in approximately 134 acres of the land and improvements thereon within the Specific Plan Area, which land is more particularly described on **Exhibit A** and depicted on **Exhibit B**, each attached hereto and incorporated herein by this reference (the "**Property**").

C. Property Owner applied to the City for approval of Vesting Tentative Map No. 19247 ("**VTTM 19247**"), which (i) divides land that includes the Property, together with other land currently owned by Grace Community Church of Cypress dba Seacoast Grace Church ("**Grace Church**"), into 14 numbered lots and 4 lettered lots that include existing and planned roadways, (ii) is consistent with the land use districts in the Specific Plan, and (iii) facilitates the development of up to 1,791 residential units and up to 440,000 square feet of non-residential uses on the Property pursuant to the Specific Plan (the "**Project**"). It is anticipated that Property Owner will sell all or portions of the Property to one or more third parties to carry out the development of the Property in accordance with the Specific Plan.

D. To obtain approval of a vesting tentative map, Cypress Municipal Code ("**Municipal Code**") Chapter 25, Article IX contains comprehensive submittal requirements that must be satisfied before a vesting tentative map may be accepted as or deemed complete; provided, however, that the City's Director of Public Works/City Engineer has the authority to waive said submittal requirements if (i) the submittal requirements are deemed unnecessary, duplicative, or inapplicable to a particular development proposal, (ii) a finding is made that the public health, safety, or welfare will not be placed in jeopardy or danger, and (iii) a finding is made that prudent public policy and decision-making will not be hampered by the waiving of submittal requirements. Through this Agreement Property Owner seeks to provide assurances to the City sufficient to make the findings set forth in the preceding sentence.

E. The planning and zoning approvals for the development of the Project on the Property obtained prior to the Effective Date (as defined in Section 1.1, below) of this Agreement (collectively, the "**Development Approvals**") include, but are not limited to, the following:

(a) The Specific Plan;

(b) VTTM 19247;

(c) Final Environmental Impact Report, State Clearinghouse Number 2025040377 (the "**Final EIR**"); and

(d) Mitigation Monitoring and Reporting Program (the "**MMRP**") attached hereto as **Exhibit C**.

F. To strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risk of development, the Legislature of the State of California adopted the Development Agreement Law (as defined in Section 1.1, below) which authorizes any city to enter into binding development agreements establishing certain development rights in real property with Persons having legal or equitable interests in such property. Section 65864 of the Government Code, which is part of the Development Agreement Law, provides in part as follows:

The Legislature finds and declares that:

(a) The lack of certainty in the approval of development projects can result in a waste of resources, escalate the cost of housing and other development to the consumer, and discourage investment in and commitment to comprehensive planning which would make maximum efficient utilization of resources at the least economic cost to the public.

(b) Assurance to the applicant for a development project that upon approval of the project, the applicant may proceed with the project in accordance with existing policies, rules and regulations, and subject to conditions of approval, will strengthen the public planning process, encourage private participation in comprehensive planning, and reduce the economic costs of development.

G. Sections 65865.2 and 65866 of the Government Code, which are part of the Development Agreement Law, specify the required, allowed, and prohibited contents of a development agreement as follows:

(a) A development agreement shall specify the duration of the agreement, the permitted uses of the property, the density or intensity of use, the maximum height and size of proposed buildings, and provisions for reservation or dedication of land for public purposes.

(b) The development agreement may include conditions, terms, restrictions, and requirements for subsequent discretionary actions, provided that such conditions, terms, restrictions, and requirements for subsequent discretionary actions shall not prevent development of the land for the uses and to the density or intensity of development set forth in the agreement.

(c) The agreement may provide that construction shall be commenced within a specified time and that the project or any phase thereof be completed within a specified time.

(d) The agreement may also include terms and conditions relating to applicant financing of necessary public facilities and subsequent reimbursement over time.

(e) Unless otherwise provided by the development agreement, rules, regulations, and official policies governing permitted uses of the land, governing density, and governing design, improvement, and construction standards and specifications, applicable to development of the property subject to a development agreement, shall be those rules, regulations, and official policies in force at the time of execution of the agreement.

(f) A development agreement shall not prevent a city, in subsequent actions applicable to the property, from applying new rules, regulations, and policies which do not conflict with the rules, regulations and official policies described in the preceding sub-paragraph, nor shall a development agreement prevent a city, from denying or conditionally approving any subsequent development project application on the basis of these existing or new rules, regulations, and policies.

The foregoing provisions are also set forth Appendix I, Article 4, Section 21 (Development Agreements) of the Municipal Code, which implements the Development Agreement Law and further authorizes the execution of this Agreement.

H. Property Owner and City have agreed to enter into this Agreement pursuant to the Development Agreement Law and Appendix I, Article 4, Section 21 of the Municipal Code to memorialize and secure the respective expectations of City and Property Owner such that Property Owner may proceed with the Project in accordance with the Vested Regulations (as defined in Section 1.1, below), subject to the provisions of this Agreement.

I. The City and Property Owner recognize that the development of the Property will create significant opportunities for housing and economic growth in the City.

J. Property Owner wishes to obtain reasonable assurances that the Project may develop in accordance with the Vested Regulations, including without limitation the Specific Plan and VTTM 19247, subject to the terms of this Agreement.

K. Property Owner and/or one or more Transferees (as defined in Section 1.1, below) will provide public benefits above and beyond the otherwise allowable conditions of approval and Mitigation Measures (as defined in Section 1.1, below) for the Project.

L. By entering into this Agreement, the City is encouraging the development of the Project as set forth in this Agreement in accordance with the goals and objectives of the City, while reserving to the City the legislative powers necessary to remain responsible and accountable to its residents.

M. The City Council of the City of Cypress ("**City Council**") has specifically considered the advantages and impacts of the Project and found that this Agreement is in the best public interest of City and its residents. Adopting this Agreement constitutes a present exercise of City's police power, and reflects the findings by the City that (i) this Agreement is in the best interests of the City, (ii) this Agreement is consistent with the actions, goals, objectives, and policies of the City of Cypress General Plan (the "**General Plan**"), the Specific Plan, and Appendix I of the Municipal Code, (iii) this Agreement will promote the public convenience, health, interest, safety, or welfare of the City, (iv) the Project is consistent with the General Plan and the Specific Plan, (v) this Agreement and the Project provide for the orderly Development (as defined in Section 1.1, below) of the Property, and (vi) this Agreement provides a clear and substantial public benefit to City and/or its residents. Prior to its approval of this Agreement, the City considered the environmental impacts of the Project and completed its environmental review of the Project pursuant to CEQA (as defined in Section 1.1, below)

N. On July _____ 2026, the City Council certified the Final EIR, approved the MMRP and approved VTTM 19247.

O. Also on July ___, 2026, in accordance with the requirements of the Development Agreement Law, the City Council held a public hearing on the Property Owner's application for this Agreement, made certain findings and determinations with respect thereto, and introduced Ordinance No. _____ approving this Agreement. On July ___, 2026, the City Council adopted Ordinance No. _____, which takes effect on _____, 2026.

AGREEMENT

NOW, THEREFORE, pursuant to the authority contained in the Development Agreement Law, Appendix I, Article 4, Section 21 of the Municipal Code, and Chapter 25, Article IX of the Municipal Code , and in consideration of the above recitals and of the mutual covenants hereinafter contained and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties (as defined in Section 1.1, below) agree as follows:

1. DEFINITIONS AND EXHIBITS.

1.1. **Definitions**. This Agreement uses terms having specific meanings, as defined below. These specially defined terms are distinguished by having the initial letter capitalized, or all letters capitalized, when used in this Agreement. The defined terms include the following:

1.1.1 "**Agreement**" has the meaning set forth in the introductory paragraph of this Agreement.

1.1.2 "**Agreement Execution**" means the attestation of this Agreement by the City Clerk of the City after execution by Property Owner and the Mayor of the City.

1.1.3 "**Additional Vested Regulations**" means, as applicable to the Development of the Property, to the extent not a part of the Statutorily Vested Regulations, and to the extent in force on the Effective Date:

(a) The Development Approvals.

(b) Rules, regulations, ordinances, and official policies of the City govern the density or intensity of use of the Property, subdivision requirements, the maximum height and size of proposed buildings, parking requirements, setbacks, development standards, and the provisions for reservation or dedication of land for public purposes.

1.1.4 "**Applicable Law**" means all (a) federal and State laws, regulations and official policies applicable to the Project as of the Effective Date and as they may be amended from time to time, (b) the Vested Regulations, and (c) as of the Effective Date and as they may be amended from time to time, those local laws, regulations, and official policies that are not Vested Regulations and do not conflict with Vested Regulations.

1.1.5 "**Assessment District**" means a financing mechanism under California Law which enables the City to, with the approval of a majority of the landowners within a specified geographic area, collect special assessments to finance improvements or services within or for the benefit of that area.

1.1.6 "**B-Maps**" has the meaning set forth in Section 6.3.1, below.

1.1.7 "**B-Map Covenant Instrument**" and "**B-Map Covenant Instruments**" have the meanings set forth in Section 6.3.1, below.

1.1.8 "**B-Map Covenant Maintenance Duties**" has the meaning set forth in Section 6.3.1, below.

1.1.9 "**Building Codes**" means the building, fire, mechanical, plumbing, electrical and other technical codes and regulations now or hereafter adopted by the City, including without limitation all provisions of the California Building Codes now or hereafter adopted by the City, subject to the City's amendments, additions, and deletions.

1.1.10 "**CD Director**" means the Director of Community Development for the City.

1.1.11 "**CEQA**" means the California Environmental Quality Act (Public Res. Code §§21000 et seq.) and the State CEQA Guidelines (14 Cal. Code Regs., §§15000 et seq.).

1.1.12 "**Certificate**" has the meaning set forth in Section 4.3, below.

1.1.13 "**City**" has the meaning set forth in the introductory paragraph of this Agreement.

1.1.14 "**City Agency**" means each and every agency, department, board, commission, authority, employee, attorney, and/or official acting under the authority of the City, including, without limitation, the City Council and the Planning Commission.

1.1.15 "**City Council**" has the meaning set forth in Recital M, above.

1.1.16 "**Claim**" means any claim, loss, cost, damage, expense, liability, lien, action, cause of action (whether in tort, contract, under statute, at law, in equity or otherwise), charge, award, assessment, fine or penalty of any kind (including consultant and expert fees, Legal Costs, and expenses and investigation costs of whatever kind or nature), including without limitation any claim that results or arises in any way from Applicable Law.

1.1.17 "**Costs**" means quantifiable expenses of any kind, including without limitation the allocated value of staff time, amounts expended for consultants and/or Legal Costs, acquisition expenses, and allocated overhead.

1.1.18 "**Default**" means the failure to perform any material duty or obligation set forth in this Agreement or to comply in good faith with the terms of this Agreement.

1.1.19 "**Deferred Amount**" has the meaning set forth in Section 5.2, below.

1.1.20 "**Deferred Obligation**" has the meaning set forth in Section 5.2, below.

1.1.21 "**Development**" means the demolition of existing improvements on the Property and the construction of new structures, improvements and facilities on the Property as part of the Project, including, but not limited to: grading; the construction of infrastructure and public facilities related to the Project whether located within or outside the Property; the construction of buildings and structures; and the installation of landscaping and improvements.

1.1.22 "**Development Approvals**" has the meaning set forth in Recital E, above.

1.1.23 "**Development Agreement Law**" means Government Code sections 65864 et seq., which governs the terms, procedures, and requirements for entering into statutory development agreements, including this Agreement.

1.1.24 "**Development Impact Fees**" means the monetary consideration charged by City in connection with development projects for the purpose of defraying all or a portion of the cost of mitigating or addressing the impacts of those projects, including providing funds for the development of public facilities. The currently applicable schedule of Development Impact Fees is set forth in **Exhibit E** attached hereto; provided, however, that the categories of Development Impact Fees, and the amount of Development Impact Fees owed in connection with the Development of the Project, shall be those applicable when building permits are issued.

1.1.25 "**Development Requirement**" means any requirement imposed by the City in connection with or pursuant to any Development Approval or Subsequent Development Approval for the dedication of land, the construction or improvement of public facilities, the payment of fees (including Development Impact Fees) or assessments in order to lessen, offset, mitigate or compensate for the impacts of Development on the environment, or the advancement of the public interest.

1.1.26 "**Discretionary Action**" means an action which requires the exercise of judgment, deliberation or a decision on the part of the City and/or any City Agency in the process of approving or disapproving a particular activity, as distinguished from Ministerial Permits and Approvals and any other activity which merely requires the City and/or any City Agency to determine whether there has been compliance with applicable statutes, ordinances and regulations.

1.1.27 "**Easement Termination**" has the meaning set forth in Section 6.6, below.

1.1.28 "**Effective Date**" means the date of Agreement Execution.

1.1.29 "**Final EIR**" has the meaning set forth in Recital E, above.

1.1.30 "**Floating Park Space**" has the meaning set forth in Section 6.9, below.

1.1.31 "**Force Majeure Delay**" means a delay in performance of this Agreement caused by strikes; acts of God; a declaration of emergency as a result of acts of God; pandemics; enemy actions; civil disturbances; wars; insurrections; terrorist acts; fires; floods; earthquakes; unavoidable casualties; referenda; or mediation, arbitration, litigation or other timely commenced administrative or judicial proceeding commenced by a third party to challenge the effectiveness of this Agreement or any Development Approvals.

1.1.32 "**General Plan**" has the meaning set forth in Recital M, above.

1.1.33 "**Grace Church**" has the meaning set forth in Recital C, above.

1.1.34 "**Legal Costs**" means for any Person, all actual and reasonable costs, and expenses such Person incurs in any legal proceeding (or other matter for which such Person is entitled to be reimbursed for its Legal Costs). All references to Legal Costs shall include the salaries, benefits and costs of in-house or contract general counsel of City or Property Owner, respectively, and the lawyers employed in the office of such general counsel who provide legal services regarding a particular matter, adjusted to or billed at an hourly rate and multiplied by the time spent on such matter rounded to increments of one-tenth (1/10th) of an hour, in addition to Legal Costs of outside counsel retained by City or Property Owner, respectively, for such matter.

1.1.35 "**Lot**" means any lot or condominium unit within the Property legally created as a result of any approved final subdivision parcel or tract map pursuant to the Map Act or recordation of a condominium plan pursuant to Civil Code section 4000 et seq..

1.1.36 "**Lots 5/6 Detention Basin**" has the meaning set forth in Section 6.1, below.

1.1.37 "**Lots 5/6 Park**" has the meaning set forth in Section 6.4, below.

1.1.38 "**Map Act**" means the California Subdivision Map Act (Gov. Code, §§ 66410 et seq.)

1.1.39 "**Master Covenant Instrument**" and "**Master Covenant Instruments**" have the meanings set forth in Section 6.3, below.

1.1.40 "**Master Covenant Maintenance Duties**" has the meaning set forth in Section 6.3, below.

1.1.41 "**Master Plan of Drainage**" means that certain Master Plan of Drainage for Specific Plan 3.0 Buildout Project dated March 11, 2026, prepared by Tait & Associates, Inc., and approved by the City.

1.1.42 "**Ministerial Permits and Approvals**" means the permits, approvals, plans, inspections, certificates, documents, licenses, and all other actions required to be taken by the City for the Development of the Project, including without limitation building permits, foundation permits, public works permits, grading permits, stockpile permits, encroachment permits, and other similar permits and approvals that are required by Applicable Law and project plans and other actions required by the Development Approvals and Subsequent Development Approvals to implement the Project. Ministerial Permits and Approvals shall not include any Discretionary Actions.

1.1.43 "**Mortgage**" has the meaning set forth in Section 9.1, below.

1.1.44 "**Mortgagee**" has the meaning set forth in Section 9.2, below.

1.1.45 "**Mitigation Measures**" means those requirements imposed on the Project contained in the MMRP.

1.1.46 "**MMRP**" has the meaning set forth in Recital E, above.

1.1.47 "**Municipal Code**" has the meaning set forth in Recital D, above.

1.1.48 "**Notice**" has the meaning set forth in Section 10.8, below.

1.1.49 "**Official Records**" means the Official Records of Orange County, California.

1.1.50 "**Party**" and "**Parties**" mean and refer to City, Property Owner and their respective duly authorized successors and assigns, including Transferees of Property Owner.

1.1.51 "**Person**" means any association, corporation, governmental entity, individual, joint venture, joint-stock company, limited liability company, partnership, trust, unincorporated organization, or other entity of any kind.

1.1.52 "**Proceeding**" has the meaning set forth in Section 8.1, below.

1.1.53 "**Processing Fees**" means all processing fees and charges required by the City or any City Agency to cover the estimated actual Costs to City of processing applications for Subsequent Development Approvals and/or Ministerial Permits and Approvals, or for monitoring compliance with any Development Approvals, Subsequent Development Approvals, and/or Ministerial Permits and Approvals granted or issued, together with the obligation to fund a deposit account with the City for the payment of such fees and charges. Without limiting the foregoing, Processing Fees include the City's normal fees for processing land use applications, project permits, environmental assessment/review, applications for grading permits and building permits (plumbing, mechanical, electrical, building), including plan check review, inspections and similar fees that are necessary to accomplish the intent and purpose of this Agreement. The amount of the Processing Fees to be applied in connection with the Development of the Project shall be the amount which is in effect for all or a substantial portion of the properties within the City (except to the City's current fee that applies solely to site plan review for projects within the Specific Plan Area) at the time an application for the City action is made, unless an alternative amount is established by the City in a subsequent agreement with Property Owner or a Transferee. For the avoidance of doubt, Development Impact Fees are not Processing Fees.

1.1.54 "**Project**" has the meaning set forth in Recital C, above.

1.1.55 "**Property**" has the meaning set forth in Recital B, above.

1.1.56 "**Property Owner**" has the meaning set forth in the introductory paragraph of this Agreement.

1.1.57 "**Property Owner Affiliate**" means any Person controlling, controlled by, or under common control with Property Owner.

1.1.58 "**Public Buildings**" has the meaning set forth in Section 6.3.1, below.

1.1.59 "**Public Property**" has the meaning set forth in Section 6.3, below.

1.1.60 "**Pump Station**" has the meaning set forth in Section 6.1, below.

1.1.61 "**Pump Station Assessment District**" has the meaning set forth in Section 6.1, below.

1.1.62 "**Required Improvements**" means the improvements to be developed as part of the Project set forth in **Exhibit D**.

1.1.63 "**Reserved Rights**" means the rights and authority excepted from the Vested Regulations, including:

(a) The right and authority to apply to the Project rules, regulations, and policies adopted after Agreement Execution which do not conflict with the Vested Regulations.

(b) The right and authority to deny or conditionally approve any application for a Subsequent Project Approval on the basis of rules, regulations, and policies adopted after Agreement Execution which do not conflict with the Vested Regulations.

(c) The right and authority to take future Discretionary Actions, including without limitation the approval of new regulations, after the approval of the Development Approvals that may conflict with the Vested Regulations, but are reasonably necessary to protect the public health, safety, and welfare.

(d) The right and authority to take future Discretionary Actions, including without limitation the approval of new regulations, after the approval of the Development Approvals that may conflict with the Vested Regulations, but are necessary to comply with State or federal laws and regulations.

(e) The right and authority to take future Discretionary Actions, including without limitation the approval of new regulations, after the approval of the Development Approvals that may conflict with the Vested Regulations, but amend existing Processing Fees or Development Impact Fees or create new Processing Fees or Development Impact Fees.

(f) The right and authority to take future Discretionary Actions, including without limitation the approval of new regulations, after the approval of the Development Approvals that may conflict with the Vested Regulations but concern the enactment, amendment and/or application of the Building Codes and/or local modifications to the Building Codes.

(g) The right and authority to establish or amend procedural regulations relating to hearing bodies, petitions, applications, notices, findings, records, hearing, reports, recommendations, appeals and any other matter of procedure, provided that such procedural regulations are not inconsistent with the Development Approvals.

(h) The right and authority to adopt and apply rules, regulations, and policies regarding the conduct of businesses, professions, and occupations.

(i) The right and authority to adopt and apply rules, regulations, and policies regarding taxes and/or assessments.

(j) The right and authority to adopt and apply rules, regulations, and policies regarding the control and abatement of nuisances.

(k) The right and authority to adopt and apply rules, regulations, and policies regarding the granting of encroachment permits and the conveyance of rights and interests which provide for the use of or the entry upon public property.

(l) The right and authority to adopt and apply rules, regulations, and policies regarding the exercise of the power of eminent domain.

(m) Rules, regulations, and policies which conflict with the Vested Regulations, provided Property Owner and/or a Transferee, as applicable, has given written consent in its or their sole discretion to the application of such rules, regulations, and policies to the Development of the portion of the Property owned by the consenting Property Owner or Transferee.

1.1.64 "**Specific Plan**" has the meaning set forth in Recital A, above.

1.1.65 "**Specific Plan Area**" has the meaning set forth in Recital A, above.

1.1.66 "**Subsequent Development Approvals**" means all further Discretionary Actions for the Development of the Project that are required of or requested by Property Owner and Transferees after the Effective Date.

1.1.67 "**Statutorily Vested Regulations**" means, as applicable to the Development of the Property, the rules, regulations, and official policies of the City governing (i) permitted uses of the land, (ii) density and (iii) design, improvement, and construction standards and specifications in force at the time of Agreement Execution.

1.1.68 "**Term**" means the period of time for which this Agreement shall be effective in accordance with Section 2.3.1, below.

1.1.69 "**Threshold Date**" has the meaning set forth in Section 6.3, below.

1.1.70 "**Traffic Study**" means the Traffic Study for the Project dated January 2026, prepared by Kimley-Horn and Associates, Inc., and approved by the City.

1.1.71 "**Transfer**" means sell, assign, transfer, or grant.

1.1.72 "**Transferee**" means a duly authorized successor in interest, assignee or transferee of all or any portion of the Property or Property Owner's rights and obligations under this Agreement pursuant to Section 2.2, below.

1.1.73 "**Vested Regulations**" means, collectively, the Statutorily Vested Regulations and the Additional Vested Regulations, but excluding and subject to the Reserved Rights.

1.1.74 "**VTTM 19247**" has the meaning set forth in Recital C, above.

1.2. **Exhibits**. The following documents are attached to, and by this reference made a part of, this Agreement:

Exhibit A Legal Description of Property.

Exhibit B Map Showing Property and Its Location.

Exhibit C Mitigation Monitoring and Reporting Program.

Exhibit D Required Improvements and Other Public Benefits.

Exhibit E Current Development Impact Fee Schedule.

Exhibit F Deferred Park Fee Repayment Schedule.

Exhibit G Form of Certificate of Compliance.

Exhibit H Form of Easement Termination.

2. **GENERAL PROVISIONS.**

2.1. **Binding Effect of Agreement**. From and following the Effective Date, the Development of the Project and City actions on applications for Subsequent Development Approvals shall be subject to the terms and provisions of this Agreement.

2.2. **Transfer and Assignment**. Any Transfer of the rights and obligations of Property Owner under this Agreement shall be subject to the satisfaction of all of the following requirements:

2.2.1 **Concurrent Transfer of Property Ownership**. No Transfer of any rights or obligations under this Agreement shall occur without the concurrent Transfer of fee title to the portion of the Property that corresponds with such rights or interests.

2.2.2 **Permitted Transfers**. Property Owner shall have the right to Transfer its rights and obligations under this Agreement to a Property Owner Affiliate in connection with a Transfer of all or any portion of Property Owner's interest in the Property to such Property Owner Affiliate. In the event of any such Transfer, (i) the Property Owner Affiliate shall be liable for performance of the obligations of Property Owner under this Agreement after the date of Transfer with respect to the portion of the Property so transferred and (ii) following written notice to the City, the transferring Property Owner shall be relieved of its legal duty to perform those transferred obligations set forth in this Agreement that are applicable solely to the portion of the Property so transferred. Notwithstanding the foregoing sentences, the transferring Property Owner shall remain responsible for all obligations that do not relate solely to the portion of the Property being Transferred.

2.2.2.1 **Notice of Assignment**. Within ten (10) business days prior to completing a permitted Transfer under Section 2.2.2, above, Property Owner shall deliver written notice to the City of the Transfer, which notice shall include a complete disclosure of the identity of the Transferee.

2.2.3 **Assignment with City Consent**. Subject to the City's consent, which consent shall not be unreasonably withheld, conditioned or delayed, Property Owner shall have the right to Transfer its rights and obligations under this Agreement in connection with a Transfer of all or any portion of Property Owner's interest in the Property to a non-affiliated party. In the event of any such Transfer, Transferee shall be liable for performance of the obligations of Property Owner after the date of Transfer with respect to the portion of the Property so Transferred.

Except to the extent Property Owner is in default under this Agreement prior to the Transfer, upon the written consent of the City to the partial or complete Transfer of this Agreement and the express written assumption in a form approved by the City of such transferred obligations of Property Owner under this Agreement by the Transferee, the Property Owner shall be relieved of its legal duty to perform the transferred obligations set forth in this Agreement, other than the obligations that do not relate solely to the portion of the Property being Transferred.

2.2.4 **Transferee Subject to Terms of Agreement.** Following a Transfer of any of the rights and interests of Property Owner in accordance with Section 2.2.2 or 2.2.3, above, the Transferee's exercise, use, and enjoyment of the Property shall be subject to the terms of this Agreement to the same extent as if the Transferee was Property Owner.

2.2.5 **Condition of Assignment or Transfer.** All Transfers under this Section 2.2 shall be undertaken in conjunction with corresponding assignments or transfers of other agreements related to the portion of the Property and the corresponding obligations under this Agreement that are transferred.

2.2.6 **Liability Following Transfer**. The failure of a Transferee to perform obligations transferred in accordance with Section 2.2.2 or 2.2.3, above, may result, at the City's option, in a declaration that this Agreement has been breached and the City may, but shall not be obligated to, exercise its rights and remedies under this Agreement. Any partial termination of this Agreement as it relates to that Transferee's holding is severable from the entire Agreement and shall not affect the remaining entirety of this Agreement.

2.3. **Term**.

2.3.1 **Term**. The term of this Agreement shall commence on the Effective Date and shall expire fifteen (15) years after the Effective Date, unless this Agreement is terminated, modified, or extended by circumstances that are expressly set forth in the following sentence or by the mutual written consent of the Parties. The Term of this Agreement shall automatically be extended for the period of time of any actual delay resulting from (a) a Force Majeure Delay or (b) a legal action or appeal challenging the City's approval of this Agreement and/or the Development Approvals that is filed within ninety (90) days following the City Council's adoption of Ordinance No. _____; provided, however, that no extension under this sentence shall exceed a period of one (1) year.

2.3.2 **Term of VTTM 19247**. The City acknowledges that the Development of the Project may be subject to unavoidable delays due to factors outside Property Owner's control. Pursuant to Government Code section 66452.6(a)(1), and other applicable provisions of the Map Act, the duration of VTTM 19247 shall automatically be extended for the Term of this Agreement.

2.3.3 **Termination Upon Sale Of Individual Lots To Public**. Notwithstanding anything to the contrary in this Agreement, the provisions of this Agreement shall terminate with respect to any individual Lot, and such Lot shall be released from and shall no longer be subject to this Agreement (without the execution or recordation of any further document or the taking of any further action), upon occurrence of both of the following conditions: (a) the Lot has been sold, leased (for a period longer than one (1) year as evidenced by a lease) or otherwise conveyed to a

member of the public or any other ultimate purchaser or user that is not Property Owner or a Transferee; and (b) a certificate of occupancy has been issued for the building on the Lot or a final inspection of the building(s) has been approved by the City authorizing occupancy. The City shall cooperate with Property Owner or its duly authorized successor in interest, at no cost to the City, in executing in recordable form any document that Property Owner or a Transferee may submit to confirm the termination of this Agreement as to any such Lot.

3. DEVELOPMENT OF THE PROPERTY.

3.1. **Vested Right to Develop**. Subject to the terms of this Agreement, Property Owner and each Transferee shall have a vested right to develop the Project consistent with the Development Approvals and Subsequent Development Approvals, subject to compliance with the Mitigation Measures, satisfaction of all applicable conditions of approval, completion of the Required Improvements and compliance with Applicable Law.

3.1.1 **Remodeling, Renovating, Rehabilitating, Rebuilding and Replacing**. Property Owner's and Transferees' vested rights under this Agreement shall include, without limitation, the right to remodel, renovate, rehabilitate, rebuild or replace the Project or any portion thereof throughout the applicable Term for any reason, including, without limitation, in the event of damage, destruction or obsolescence of the Project or any portion thereof, subject to the Development Approvals, the Subsequent Development Approvals, compliance with the Mitigation Measures, satisfaction of all applicable conditions of approval, completion of the Required Improvements, and compliance with Applicable Law.

3.1.2 **Non-Application of Changes in Applicable Law**. Any change in, or addition to, the Vested Regulations adopted or becoming effective after the Effective Date, including, without limitation, any such change by means of ordinance, including but not limited to adoption of an amendment of the Specific Plan, initiative, referendum, resolution, motion, policy, order or moratorium, initiated or instituted for any reason whatsoever and adopted by the City Council or any other City Agency, or any officer or employee thereof, or by the electorate, as the case may be, which would, absent this Agreement, otherwise be applicable to the Property and/or the Project and which would conflict with the Vested Regulations, shall not be applied to the Property or the Project.

3.1.3 **Modification or Suspension by State or Federal Law**. In the event that State or Federal laws or regulations, enacted after the Effective Date of this Agreement, prevent or preclude compliance with one or more of the provisions of this Agreement, such provisions of this Agreement shall be modified or suspended as may be necessary to comply with such State or federal laws or regulations, and this Agreement shall remain in full force and effect to the extent it is not inconsistent with such laws or regulations and to the extent such laws or regulations do not render such remaining provisions impractical to enforce.

3.1.3.1 **Notification of Changes Necessary to Comply With Federal or State Law**. Where the City believes a change to a City law, regulation, or policy is necessary to comply with State or federal laws or regulations pursuant to the Reserved Rights, the City shall provide Property Owner and Transferees with a copy of such State or federal law or regulation and

a statement of the nature of its conflict with the Vested Regulations and the required changes the City believes is required to comply with such State or federal law or regulation.

3.1.4 **Subsequent Development Approvals**. The City shall not require Property Owner or a Transferee to obtain any Subsequent Development Approvals or Ministerial Permits and Approvals for the Development of the Project in accordance with this Agreement other than those required by the Development Approvals or Applicable Law. In addition, no new requirement to obtain a Subsequent Development Approval that was not required as of the Effective Date shall apply to the Project or any portion thereof until the fifth (5th) anniversary of the Effective Date unless such Subsequent Development Approval process is required by State or federal law or is necessary to protect the public health, safety and welfare.

3.1.4.1 **Modifications to Specific Plan**. The City shall have no obligation to approve an application for a Subsequent Development Approval that is not required under the Vested Regulations and other Applicable Law, provided that any proposed adjustment with respect to the Specific Plan shall be considered by the City in accordance with Section 5.6.2 of the Specific Plan.

3.1.4.2 **CEQA Review**. This Agreement does not modify, alter, or change the City's obligations pursuant to CEQA and acknowledge that proposed Subsequent Development Approvals may require additional environmental review pursuant to CEQA. In the event, but only in the event, that additional environmental review is required pursuant to CEQA, the City agrees to consult in good faith with Property Owner or Transferees and determine in good faith the appropriate level of environmental review in accordance with CEQA.

3.1.5 **Permitted Use**. The City agrees that Property Owner may use the Property during the term of this Agreement for any use that is otherwise permitted by Applicable Law (subject to obtaining any Subsequent Discretionary Approval required for such use).

3.1.6 **Moratoria or Interim Control Ordinances**. Notwithstanding anything to the contrary in this Agreement, if an ordinance, resolution, policy, moratorium or other measure is enacted, whether by action of the City, by initiative, or otherwise, that conflicts with the Vested Regulations and are not an exercise of the Reserved Rights, the City agrees that such ordinance, resolution, moratorium or other measure shall not apply to the Project, the Property or this Agreement.

3.2. **Timing of Development**. The Parties acknowledge that Property Owner cannot at this time predict when or the rate or in what sequence the Property will be developed. Such decisions depend upon numerous factors that are not within the control of Property Owner, such as market orientation and demand, interest rates, absorption, completion, and other similar factors. Since the California Supreme Court held in *Pardee Construction Co. v. City of Camarillo* (1984) 37 Cal.3d 465, that the failure of the parties therein to provide for the timing of development resulted in a later-adopted initiative restricting the timing of development to prevail over such parties' agreement, the Parties do hereby acknowledge and agree that Property Owner shall have the right to develop the Property in such order and at such rate and at such times as Property Owner deems appropriate within the exercise of its subjective business judgment. Nothing in this Section

is intended to extend the standard durational limits of any current or subsequent permits issued to Property Owner or Transferee(s).

3.3. **Development of Project**. Property Owner and the City agree that the Development of the Project shall be in accordance with Applicable Law, and that the Applicable Law specifies, as applicable to the Project, the permitted uses of the Property, the density or intensity of use, the maximum height and size of proposed buildings, and provisions for reservation or dedication of land for public purposes. If and to the extent Property Owner and/or Transferees pursue Development of the Project, they shall complete all of the applicable Required Improvements, perform all other applicable lawfully imposed conditions of approval in the Development Approvals and Subsequent Development Approvals, and satisfy all of the applicable Mitigation Measures.

3.3.1 **Agreements and Improvement Securities**. Unless the Parties mutually agree otherwise, Property Owner and any Transferees shall provide agreements and improvement securities in the manner required by Chapter 25, Article V, Section 25-40 of the Municipal Code for all of the Required Improvements, conditions of approval, and Mitigation Measures that are not completed prior to the recordation of the final map/partial final map for VTTM 19247. The Parties acknowledge and agree that the application of this requirement to the Required Improvements, conditions of approval, and Mitigation Measures, is necessary to support the findings required by Chapter 25, Article IX, Section 25-57(e) of the Municipal Code.

3.4. **Processing Fees**. Property Owner and Transferees shall pay all Processing Fees for Subsequent Development Approvals and for Ministerial Permits and Approvals in the amount in effect when such Subsequent Development Approvals or Ministerial Permit and Approvals are sought.

3.5. **Taxes and Assessments and Fees; Reservation of Rights**. This Agreement shall not prevent the City from enacting, levying, or imposing any new or increased tax or assessment or fee that applies to the Property. Property Owner shall timely pay all applicable fees, charges, assessments, and special and general taxes validly imposed in accordance with the Constitution and laws of the State of California. Notwithstanding the foregoing, nothing set forth herein is intended or shall be construed to limit or restrict whatever right Property Owner or any Transferee(s) have to challenge any fee, charge, tax, or assessment adopted by City after the Effective Date.

3.6. **Regulation by Other Public Agencies**. It is acknowledged by the Parties that other public agencies not subject to control by City possess authority to regulate aspects of the Development of the Project on the Property, and this Agreement does not limit the authority of such other public agencies. Property Owner and Transferees may apply for such other permits and approvals as may be required for the Development of the Project from other governmental or quasi-governmental agencies having jurisdiction over the Property. The City shall reasonably cooperate with Property Owner and Transferees in their endeavors to obtain such permits and approvals, provided that Property Owner and Transferee(s) shall pay the City's Costs of such cooperation. Each Party shall take all reasonable actions, and execute, with acknowledgment or affidavit, if

required, any and all documents and writings that may be reasonably necessary or proper to achieve the purposes and objectives of this Agreement.

3.7. **Compliance with Government Code Section 66473.7**. Any tentative map prepared for the subdivision(s) included within the Project will comply with Government Code section 66473.7 unless exempt.

4. ANNUAL AND SPECIAL REVIEW.

4.1. **Annual Review**. During the Term, the CD Director shall review this Agreement annually during June of each year following the Effective Date of this Agreement, in order to ascertain the good-faith compliance by Property Owner and/or any Transferee(s) with the terms of the Agreement. The burden of proof shall be on the Property Owner and/or any Transferees to demonstrate compliance with this Agreement to the full satisfaction of, and in a manner prescribed by the CD Director; provided that Property Owner and/or Transferees shall have the burden of demonstrating such good-faith compliance relating solely to each such party's portion of the Property and any Development located thereon.

4.1.1 **Annual Review Procedure**. As part of the annual review, by May 1 of each year, Property Owner and each Transferee, to the extent applicable, shall submit an annual monitoring review statement describing its actions in compliance with this Agreement, in a form acceptable to the CD Director. The statement shall be accompanied by an annual review and administration fee sufficient to defray the estimated Costs of review of the statement and of Property Owner's and each Transferee's compliance with the Agreement. The amount of the annual review fee shall be set by resolution of the City Council. Each Property Owner and Transferee shall have no further obligation to provide an annual statement of compliance and to pay the annual review fee at such time as it no longer holds fee title to any portion of the Property or has received all of the certificates of occupancy required for its development of the portion of the Property for which it holds fee title. If any Property Owner or Transferee fails to provide the statement of compliance in a timely manner, the City will notify Property Owner and Transferee(s) of the annual review obligations in writing at least thirty (30) days prior to completing the CD Director's annual review.

4.1.2 **Evaluation and Determination**. Based on the statement of compliance and such other evidence as may be presented by Property Owner and each Transferee, the CD Director shall determine, based on substantial evidence, whether each Property Owner and Transferee, to the extent applicable, has complied in good faith with the terms of this Agreement.

4.2. **Special Review**. The CD Director may order a special review of compliance with this Agreement at any time upon receipt of reasonable evidence of material noncompliance with the terms of this Agreement. The burden of proof for a special review shall be the same as the burden of proof for an annual review.

4.2.1 **Special Review Costs**. The City's Costs of a special review shall be borne by the City, unless such a special review demonstrates to the satisfaction of the CD Director that Property Owner and/or Transferees, as applicable, have not complied in good faith with the

provisions of this Agreement, in which case the noncompliant party(ies) shall reimburse the City for all Costs incurred in conjunction with such special review. Property Owner's and any Transferee's costs of a special review shall be borne by Property Owner and the Transferee, as applicable.

4.2.2 **Special Review Procedure**. In connection with any special review, the CD Director shall give Property Owner and all Transferees written notice that any such review has been commenced, and shall give Property Owner and all Transferees at least thirty (30) days after receipt of such notice to provide to the CD Director with such information as Property Owner and any Transferee deems relevant to such review. In addition, upon the written request of the CD Director, Property Owner and/or any applicable Transferee(s) shall furnish such documents or other information as reasonably requested by the CD Director. Property Owner and/or any applicable Transferee(s) shall have a reasonable opportunity to contest any claim by the City that such party has not complied in good faith with any terms of this Agreement.

4.2.3 **Evaluation and Determination**. Based on such evidence as may be presented by Property Owner and each Transferee and such other evidence as is obtained by or made available to the CD Director, the CD Director shall determine, based on substantial evidence, whether each Property Owner and Transferee is in good-faith compliance with the terms of this Agreement.

4.3. **Results of Annual or Special Review**. If, following an annual or special review pursuant to this Section 4, the CD Director or the City Council, as the case may be, finds good-faith compliance by Property Owner and/or Transferee(s) with this Agreement, the City shall, upon request by Property Owner and/or any Transferee, issue a certificate of compliance ("**Certificate**") to Property Owner(s), in substantially the form provided as **Exhibit G** attached hereto and incorporated herein by this reference. Property Owner and/or such Transferee shall have the right to record any issued Certificate in the Official Records. If, following an annual or special review pursuant to this Section 4, the CD Director concludes that Property Owner and/or any Transferee(s) are not in good-faith compliance with the terms of this Agreement, then the CD Director may recommend to the City Council that it order, after a noticed public hearing in compliance with Appendix I, Article 5, Section 26 of the Municipal Code, that this Agreement be terminated. At such hearing, the Property Owner and/or Transferee(s) shall be entitled to address all of the issues considered by the CD Director in making their determination. Information presented by Property Owner and/or Transferees at such hearing may be presented orally and/or in writing. If, after receiving any written response of Property Owner and/or Transferees to the CD Director's determination, and after considering all of the information presented at such hearing, the City Council finds and determines that Property Owner and/or Transferees have not in good faith complied with the terms and conditions of this Agreement, then the City Council shall specify in writing to Property Owner and/or Transferees the respects in which Property Owner and/or any Transferees have failed to so comply, and shall also specify a reasonable time for Property Owner and/or Transferees to remedy such noncompliance, which time shall be not less than sixty (60) days after Property Owner's and/or the Transferees' receipt of such notice, provided that if such noncompliance is not susceptible to remedy within such sixty (60)-day period, Property Owner and/or the applicable Transferee(s) shall promptly commence the remedy and complete the remedy within such time as is established by the City in its reasonable good-faith discretion. A

determination by the City Council of non-compliance shall be in writing delivered in accordance with Section 10.8, below, and shall specify in detail the grounds therefor, so that Property Owner and/or the applicable Transferee(s) shall have the opportunity to implement any measures necessary to cure such noncompliance. If the noncompliance so specified by the City Council is not cured within the time so specified, then the City may pursue the remedies provided in Section 7, below.

4.4. **City's Rights and Remedies Against Property Owner**. The City's rights under this Section 4 relating to Property Owner's compliance with this Agreement shall be limited to Property Owner's obligations under this Agreement that have not been assigned to, and assumed by, Transferees pursuant to Section 2.2, above.

5. FEES, REQUIRED IMPROVEMENTS, AND BENEFITS.

5.1. **Development Impact Fees**. Property Owner and Transferee(s) shall pay Development Impact Fees in connection with the issuance of building permits for the Project, and in the amount applicable at the time of issuance of building permits.

5.2. **Deferred Park Fees**. Property Owner acknowledges and agrees that, under that certain Agreement for Reduction and Deferral of Portion of Required Park In-Lieu Fee and Repayment of Same for Melia Homes Project" dated as of April 26, 2021, by and among Property Owner and the City, Property Owner is obliged to repay the City the sum of $1,001,835 (the "**Deferred Amount**"), which is to be prorated and included in the calculation of the park in-lieu fee otherwise required and payable for the remaining residential units approved by the City and for which building permits are issued by the City (the "**Deferred Obligation**"). To satisfy the Deferred Obligation, Property Owner shall do one of the following:

(a) Pay each amount specified in **Exhibit F** attached hereto and incorporated herein by this reference as a condition to the recordation of a final map for each corresponding Lot in VTTM 19247 shown in **Exhibit F**; provided, however, that nothing in this section prohibits Property Owner from paying all or a portion of the Deferred Amount at any time prior to the times specified in **Exhibit F**; or

(b) Enter into a written agreement acceptable to the City, in its sole and absolute discretion, to discharge all or a portion of the Deferred Obligation in exchange for the conveyance of fee title to the approximately 1.22-acre parcel designated as Lot 1 on VTTM 19247 to the City.

5.3. **Required Improvements and Public Benefits**. Property Owner and/or Transferees shall construct the Required Improvements and satisfy the other requirements relating to the Project in the time and manner described in **Exhibit D** attached hereto and incorporated herein by this reference, even though the cost of complying with some of those requirements may exceed the Development Requirements the City could otherwise lawfully impose on the Project.

6. MAINTENANCE AND OPERATION COSTS AND OTHER COMMITMENTS.

6.1. **Pump Station Assessment District; Covenant Regarding Assessment District**. City may request that Property Owner agree to form an Assessment District (a "**Pump Station Assessment District**") that includes Lots 3, 4 and 7 in VTTM 19247 (the "**Assessment Property**") for the purpose of funding the maintenance and operations costs for the stormwater pump station (the "**Pump Station**") to be installed on Lot 5 and 6 of VTTM 19247 in connection with the operation of the stormwater detention basin, and any associated water quality basins or devices, contemplated on Lots 5 and 6 (the "**Lots 5/6 Detention Basin**") in accordance with the Master Plan of Drainage. Property Owner hereby irrevocably consents to formation of a Pump Station Assessment District and the inclusion of the Assessment Property therein and waives any and all right of protest or objection with respect to such formation. Property Owner agrees to cooperate with City and take all necessary action to accomplish the formation of a Pump Station Assessment District and the inclusion of the Assessment Property therein, for the purposes of funding the maintenance and operation of the Pump Station, and Property Owner further agrees to pay all actual and reasonable costs associated with the formation of a Pump Station Assessment District. Property Owner agrees to cooperate in the imposition of assessments related to a Pump Station Assessment District, including without limitation, if required by City, the submission of a ballot to the City by Property Owner (or its successors in interest) in favor of the formation a Pump Station Assessment District and the levying of such assessments. Nothing herein shall be construed as a commitment by City to form a Pump Station Assessment District or as a limitation on City's legislative discretion with respect thereto. Property Owner has agreed to the financing provisions set forth in this Section and to perform the obligations hereunder in exchange for the consideration and benefits provided to Property Owner by City under this Agreement. For avoidance of doubt, the Parties agree that this Agreement includes and constitutes a covenant not to contest the formation of a Pump Station Assessment District that includes the Assessment Property. The covenant shall be binding upon successive owners of the Assessment Property.

6.2. **Other Assessment Districts**. At the request of Property Owner, the City shall reasonably consider and cooperate in the formation of one or more Assessment Districts, including community facilities districts (Gov. Code, §§ 53311 et seq.), tax-exempt and taxable financing mechanisms, or other funding mechanisms related to slope stabilization and infrastructure work and improvements (including, without limitation, design, acquisition and construction costs). The City shall reasonably consider and cooperate in the prompt and commercially reasonable sale of bonds to be issued and secured by such assessments or special taxes. Property Owner shall pay all Costs incurred by the City pursuant to this Section.

6.3. **Maintenance Covenants**. Prior to the two applicable Threshold Dates (as defined below), Property Owner and/or the applicable Transferee(s) shall deliver to the City for its review and approval a declaration of covenants, conditions and restrictions, a reciprocal easement agreement and/or similar instrument in recordable form to establish as covenants running with the land (each a "**Master Covenant Instrument**" and, collectively, the "**Master Covenant Instruments**") the obligation of Property Owner, the applicable Transferee(s), a homeowners association, a property owners association, or another entity reasonably approved by the City to (1) maintain and repair (a) the Lots 5/6 Park, (b) landscaping, irrigation, and water quality best management practices devices and improvements, within public rights-of-way (including medians

and parkways) on the Property, which will include the segments of Moody Street and Vessels Circle located within the Property, (c) green trails and bike paths; (d) utilities metered to the publicly owned portions of the Property ("**Public Property**"); and (e) signs on the Public Property; and (2) ensure trash collection and removal related to the Public Property (collectively, the "**Master Covenant Maintenance Duties**"). The Master Covenant Instrument(s) shall be recorded against the Property (or applicable portions thereof) and shall, among other things, authorize the levy of assessments or substantially similar cost-sharing obligations against the Property (or applicable portions thereof) in order to fund the Master Covenant Maintenance Duties. One Master Covenant Instrument shall address the Master Covenant Maintenance Duties as applicable to the Lots 5/6 Detention Basin and shall be recorded against Lots 3, 4, and 7; the "**Threshold Date**" as applicable to such Master Covenant Instrument shall mean the intended date of issuance of the first construction permit for any Project improvements located on Lots 3, 4 and 7; provided, however, that no certificate of occupancy for any Project improvement within Lots 3, 4, and 7 shall be issued unless and until the Master Covenant Instrument for the Lots 5/6 Detention Basin shall have been approved by the City and recorded against Lots 3, 4, and 7. The other Master Covenant Instrument shall address all of the remaining Master Covenant Maintenance Duties and shall be recorded against all of the Property; the Threshold Date as applicable to such Master Covenant Instrument shall mean the intended date of issuance of the first construction permit for any Project improvement within the Property (other than Lot 14); provided however that no certificate of occupancy for any Project improvement within the Property shall be issued unless and until such Master Covenant Instrument is approved by the City and recorded against the Property. Any covenant instrument similar in nature to the Master Covenant Instruments that is subsequently recorded against a portion of the Property with respect to the development of specific development projects on such portion of the Property in accordance with the Specific Plan shall be subordinate to and consistent with the corresponding Master Covenant Instrument as it relates to such portion of the Property, and shall require City review and approval to determine consistency with such Master Covenant Instrument prior to recordation.

6.3.1 **Maintenance Conditions on Subsequent Map Approvals**. Property Owner and Transferees agree that the City may condition subsequent subdivision maps and/or condominium approvals applied for in connection with the development of the Property ("**B-Maps**") with site-specific maintenance obligations in addition to those maintenance obligations set forth in Section 6.3, above. Property Owner and Transferees agree and acknowledge that such condition will require that by a reasonable date established by the City, Property Owner and/or the applicable Transferee(s) shall deliver to the City for its review and approval a declaration of covenants, conditions and restrictions, a reciprocal easement agreement and/or similar instrument in recordable form to establish as covenants running with the land (each a "**B-Map Covenant Instrument**" and, collectively, the "**B-Map Covenant Instruments**") within the boundaries of each B-Map the obligation of Property Owner, the applicable Transferee(s), a homeowners association, a property owners association, or another entity reasonably approved by the City to (1) maintain and repair (a) any Public Property; private roads within and adjacent to the boundaries of the B-Map, including without limitation streets, sidewalks, curbs, gutters; any publicly or privately owned parks (including, without limitation, including, without limitation, 2 acres of publicly or privately owned floating park in the development, and the privately owned and maintained, but publicly accessible Lots 5/6 Park); landscaping, irrigation, and water quality best management practices devices and improvements; (b) green trails and bike paths, if any, within

the boundaries of the B-Map; (c) gas, water and waste pipes, sewers, ducts, chutes, conduits, wires and utility installations which are located within any of the buildings, if any, within the boundaries of the B-Map ("**Public Buildings**") or in the exterior walls, ceilings, foundations or foundation slabs within any of the Public Buildings; (d) the water system for the Public Buildings to the back of each individual water meter within the boundaries of the B-Map; (e) utilities metered to Public Property within the boundaries of the B-Map; (f) signs on the Public Property within the boundaries of the B-Map; (2) paint and otherwise maintain the exterior surfaces of the exterior walls of the Public Buildings within the boundaries of the B-Map; (3) ensure trash collection and removal related to the Public Property within the boundaries of the B-Map; (4) ensure necessary janitorial, custodial, or security lock-up services for maintaining the Public Property within the boundaries of the B-Map; and (5) reimburse to the City for municipal police services, security, and other services benefiting the Public Property within the boundaries of the B-Map (collectively, the "**B-Map Maintenance Duties**"). The B-Map Covenant Instrument(s) shall be recorded against the Property (or applicable portions thereof) and shall, among other things, authorize the levy of assessments or substantially similar cost-sharing obligations against the Property (or applicable portions thereof) in order to fund the B-Map Maintenance Duties. Any covenant instrument similar in nature to the B-Map Covenant Instruments that is subsequently recorded against a portion of the Property with respect to the development of specific development projects on such Property in accordance with the Specific Plan shall be subordinate to and consistent with the corresponding B-Map Covenant Instrument as it relates to such portion of the Property, and shall require City review and approval to determine consistency with such B-Map Covenant Instrument prior to recordation. Recordation of each B-Map Covenant Instrument shall occur prior to issuance of the first certificate of occupancy for any Project improvement within the boundaries of the Property against which the B-Map Covenant Instrument will be recorded.

6.4. **Lot 5/6 Park and Stormwater Detention**. The Specific Plan contemplates the construction of a park on Lots 5 and 6 in VTTM 19247 (the "**Lots 5/6 Park**"). The development of the Lots 5/6 Park shall be consistent with the Specific Plan and any reasonable City standards for neighborhood parks that are not inconsistent with the Specific Plan, except as provided below. The City acknowledges that the design and development of the Lots 5/6 Park may be undertaken by a Transferee in connection with the development of one or more of the other Lots or portions thereof in VTTM 19247, so that the design and development of the Lots 5/6 Park may be part of an application that includes both the Lots 5/6 Park and commercial and/or residential development of another portion or portions of the Property. Therefore, the process for the development of the Lots 5/6 Park may occur independently or as part of a larger project undertaken by Property Owner and/or one or more Transferees, but the development process for the Lots 5/6 Park shall occur under the direction of the City's Public Works and Recreation and Community Services Departments. The City further acknowledges that VTTM 19247 contemplates the construction of the Lots 5/6 Detention Basin on Lots 5 and 6, which will require the dual use of Lots 5 and 6 for a park and stormwater detention basin, which may require relief from the City's typical park standards. The City will work with Property Owner or a Transferee in good faith to accomplish and implement this dual use. Property Owner and Transferee(s) acknowledge and agree that the City may exercise its reasonable discretion in approving the design and plans for the Lots 5/6 Park to ensure that it has a quality substantially equivalent to the City's most recently approved parks (excluding Lexington Park). The design and development process for the Lots 5/6 Park shall generally include the following:

(a) ***Task 1 – Project Initiation***. Property Owner or the applicable Transferee shall meet with City staff to confirm project goals, schedule, communication protocols and the integration of the park and detention basin.

(b) ***Task 2 – Community Outreach and Conceptual Design***. Property Owner or the applicable Transferee shall conduct public outreach and present concepts to City staff, the Recreation and Community Services Commission and the City Council to gather feedback and direction. Property Owner or the applicable Transferee shall prepare conceptual park/detention basin designs reflecting site conditions and community input and refine to a single preferred concept for City review and approval.

(c) ***Task 3 – Park Master Plan***. Property Owner or the applicable Transferee shall prepare a detailed park/detention basin master plan based on the approved concept, including layout, amenities, grading, landscape, irrigation, and sustainable design features, which will be considered for approval by the City Council on a stand-alone basis or as part of the approval process for a larger project of which the Lots 5/6 Park is a part.

(d) ***Task 4 – Final Design and Construction Documents***. Property Owner and/or the applicable Transferee(s) shall prepare and obtain City approval of complete final design and construction documents for the approved park/detention basin improvements, including demolition, grading, drainage, utilities, landscape, irrigation, and all other relevant disciplines, and obtain the necessary building permits.

(e) ***Task 5 – Construction, Inspection and Project Closeout***. Property Owner and/or the applicable Transferee(s) shall coordinate with the City and all applicable regulatory agencies to obtain all required permits, inspections, and approvals and shall thereafter construct the park/detention basin improvements in accordance with the approved plans and specifications. Property Owner and/or the applicable Transferee(s) shall complete all punch list items, submit record drawings, and achieve final acceptance by the City.

All Costs associated with the development of the Lots 5/6 Park shall be borne by Property Owner and/or the applicable Transferees.

6.5. **Acceptance of Public Streets and Utilities**. The City shall not accept, operate, or maintain any public streets or utilities unless and until such streets or utilities are built to City standards and accepted by the City in writing. All streets, landscaping, and utilities identified on future subdivision maps within the Property (*i.e.*, B-Maps) shall be privately owned and maintained.

6.6. **Easement Termination.** Within ninety (90) days following the full closure and demolition of the Los Alamitos Race Course, or such other time as is mutually agreed upon between the Parties in writing, Property Owner shall provide to City, in the form attached as **Exhibit H**, a termination of that certain Easement Agreement dated as of May 23, 2018, by and

between Cypress Recreation & Park District and Property Owner, and recorded on May 31, 2018 as Instrument No. 2018000198493 in the Official Records (the "**Easement Termination**").

6.7. **Merger of Lots 5 and 6**. Subject to any required City approval, prior to the issuance of any permits for the construction of Project improvements on Lots 5 and 6 of VTTM 19247, Property Owner or a Transferee shall record documentation sufficient to cause the merger of Lots 5 and 6 in VTTM 19247.

6.8. **Merger or Lot Tie for Lots 8 and 9**. Subject to any required City approval, within one hundred eighty (180) days after the recordation of the final map for VTTM 19247 (or the portion thereof that is applicable to Lots 8 and 9 in VTTM 19247), Property Owner or a Transferee shall cause Grace Church to record documentation sufficient to either: (i) cause the merger of Lots 8 and 9 in VTTM 19247; or (ii) create a lot tie for Lots 8 and 9 in VTTM 19247.

6.9. **Two-Acre Public Park Overlay**. The Specific Plan includes a two-acre public park overlay that allows a total of two acres of public park space to be developed within the Specific Plan Area (the "Floating Park Space"). The location of the Floating Park Space shall be identified prior to the issuance of any building permit for private improvements in any of Lots 2, 3, 4, 7, and 13 of VTTM 19247. The park created on the Floating Park Space may be a publicly owned park, or a privately owned park with public access pursuant to an easement or other instrument reasonably approved by the City. Development of the Floating Park Space shall follow the same design, review, approval, and development process set forth in Section 6.4, above, for the Lots 5/6 Park. The City will negotiate the ownership of the Floating Park Space with the Person that develops the VTTM 19247 lot upon which the Floating Park Space is located.

6.10. **Bicycle and Pedestrian Accessibility**. All bicycle paths throughout the Specific Plan Area shall be publicly accessible, pursuant to a public access easement or other instrument reasonably approved by the City. Trails, walkways, and greenspaces located within the privately owned development areas of Lots 2, 3, 4, 7, 10, 11, and 12 of VTTM 19247 may be privately owned and may be restricted for use by residents, tenants, owners, and invitees within the Specific Plan Area, but shall not be restricted solely to the residents, tenants, owners, or invitees of the lot on which such trails, walkways, or greenspaces are located. Reciprocal access easements shall be established for the benefit of the property owners within Lots 2, 3, 4, 7, 10, 11, 12, 13, and 14 of VTTM 19247, in a form acceptable to the City, to ensure appropriate bicycle and pedestrian connectivity within the Specific Plan Area.

7. DEFAULT AND REMEDIES.

7.1. **Specific Performance Available**. The Parties acknowledge that money damages and remedies at law generally are inadequate and specific performance is a particularly appropriate remedy for the enforcement of this Agreement and should be available to Property Owner, Transferees and the City because the size, nature and scope of the Project, make it impractical or impossible to restore the Property to its natural condition once implementation of this Agreement has begun. After such implementation, Property Owner, Transferees, and/or the City may be foreclosed from other choices they may have had to utilize or condition the uses of the Property or portions thereof. Property Owner, Transferees, and the City have invested significant time and

resources in performing extensive planning and processing for the Project and in negotiating and agreeing to the terms of this Agreement and will be investing even more significant time and resources in implementing the Project in reliance upon the terms of this Agreement, such that it would be extremely difficult to determine the sum of money which would adequately compensate Property Owner and/or City for such efforts. The Parties therefore agree that specific performance and the termination of this Agreement shall be the sole remedies available for a breach of this Agreement.

7.2. **Money Damages Unavailable**. It is acknowledged by the Parties that neither the City nor Property Owner would have entered into this Agreement if it were liable in monetary damages under or with respect to this Agreement or the application thereof. The Parties agree and recognize that, as a practical matter, it may not be possible to determine an amount of monetary damages that would adequately compensate Property Owner and Transferees for their investment of time and financial resources in planning to arrive at the kind, location, intensity of use, and improvements for the Project, nor to calculate the consideration the City would require to enter into this Agreement to justify the exposure. Therefore, the Parties agree that no party shall be entitled to any monetary damages from the other Party for the breach of any provision of this Agreement; provided, however, that an action to enforce the obligation to pay a Processing Fee, Development Impact Fee, or other fee, Cost, tax or assessment under this Agreement shall be deemed a demand for "specific performance" and not a demand for "money damages."

7.3. **Termination of Agreement.**

7.3.1 **Termination of Agreement for Default By Property Owner and/or Transferee(s)**. If the City believes that a Default by Property Owner or any applicable Transferee(s) has occurred with respect to its or their obligations under this Agreement applicable to its or their portions of the Property (as specified in the applicable Transfer agreement pursuant to Section 2.2, above), the City in its discretion may terminate this Agreement, but only with respect to the portion(s) of the Property owned by Property Owner and/or the applicable Transferee(s); provided, however, that the City may only terminate this Agreement pursuant to this Section after following the procedures set forth in Section 4, above (regardless of whether or not the Default is alleged in the context of an annual or special review pursuant to Section 4, above) without resolution of the alleged Default. Prior to termination, the City and Property Owner and/or any applicable Transferee(s) may mutually agree, in their respective sole and absolute discretion, to pursue an alternative dispute resolution process.

7.3.2 **Termination of Agreement for Default By City**. If Property Owner and/or any Transferee(s) believes that a Default by the City has occurred with respect to the obligations of the City under this Agreement applicable to Property Owner's and/or the applicable Transferee(s)' portions of the Property (as specified in the applicable Transfer agreement pursuant to Section 2.2, above), then Property Owner and/or the applicable Transferee(s) in its or their discretion, as applicable, may terminate this Agreement, but only with respect to the portion(s) of the Property owned by Property Owner and/or the applicable Transferee(s); provided, however, that Property Owner and/or the applicable Transferee(s) shall first deliver written notice of the alleged Default to the City setting forth the nature of the Default and the actions required by the City to cure such Default. Upon receipt of such notice, the City shall promptly commence to cure

the identified Default and shall take such actions and cure such Default not later than sixty (60) days after receipt of such notice, or such longer period as is reasonably necessary to remedy such Default, provided that the City commences such remedy within such sixty (60)-day period and diligently and continuously proceeds to complete such actions and cure the Default. If the City fails to remedy the Default in accordance with the preceding sentence, Property Owner and/or the applicable Transferee(s) may then proceed to terminate this Agreement only with respect to the portion(s) of the Property owned by Property Owner and/or the applicable Transferee(s). Prior to termination, the City and Property Owner and/or any applicable Transferee(s) may mutually agree, in their respective sole and absolute discretion, to pursue an alternative dispute resolution process.

8. INDEMNIFICATION.

8.1. **Indemnity Obligations**. Property Owner hereby agrees to defend, indemnify, and hold harmless the City and any City Agency, from any third-party action or proceeding ("**Proceeding**") against the City or any City Agency involving a Claim (a) to set aside, void, or annul, all or any part of this Agreement or (b) for any damages for property damage, personal injury or death that may arise, directly or indirectly, from Property Owner, Property Owner's contractors, subcontractors, agents or employees operations in connection with the construction of the Project, whether operations be by Property Owner or any of Property Owner's contractors, subcontractors, by any one or more Persons directly or indirectly employed by, or acting as agent for Property Owner or any of Property Owner's contractors or subcontractors. In the event that the City, upon being served with a lawsuit or other legal process to set aside, void or annul all or part of any Project Approval, fails to promptly notify Property Owner in writing of the Proceeding, Property Owner shall thereafter be relieved of the obligations imposed in this Section 8.1. However, if Property Owner has actual written notice of the Proceeding, it shall not be relieved of the obligations imposed hereunder, notwithstanding the failure of the City to provide prompt written notice of the Proceeding. The City shall be considered to have failed to give prompt written notification of a Proceeding if the City, after being served with a lawsuit or other legal process challenging the Approvals, unreasonably delays in providing written notice thereof to Property Owner. As used herein, "unreasonably delay" shall mean any delay of more than thirty (30) days that materially adversely impacts Property Owner's ability to defend the Proceeding. The obligations imposed in this Section 8.1 shall apply notwithstanding any allegation or determination in the Proceedings that the City acted contrary to Applicable Law. Nothing in this Section 8.1 shall be construed to mean that Property Owner or any of its affiliates shall indemnify, hold the City harmless and/or defend it from any Claims arising from, or alleged to arise from, the City's intentional misconduct or gross negligence in the performance of this Agreement. To the extent that the Transfer of all or a portion of the Property to any Transferee(s) has occurred prior to a Proceeding, the provisions of this Section 8.1 shall apply to such Transferee(s) in place of, or in addition to, Property Owner, as applicable.

8.2. **Prevailing Wage Indemnity and Notice to Property Owner of Labor Code Section 1781**. In connection with, but without limiting, the indemnification obligations set forth in Section 8.1, Property Owner hereby expressly acknowledges and agrees that the City is not by this Agreement affirmatively representing, and has not previously affirmatively represented, to the Property Owner or any contractor(s) of Property Owner for any construction on or Development on or adjacent to the Property, in writing or otherwise, in a call for bids or any agreement or

otherwise, that any work to be undertaken on the Property, as may be referred to in this Agreement or construed under this Agreement, is not a "public work," as defined in Labor Code section 1720, or under any similar existing or hereinafter enacted law or regulation. The Parties agree that, in connection with the Property Owners' or Transferee's Development and construction (as defined by Applicable Law) of the Project, including, without limitation, any and all public works (as defined by Applicable Law), Property Owner or Transferee shall bear all risks of payment or non-payment of prevailing wages under California law and/or federal law and/or the implementation of Labor Code section 1781, as the same may be amended from time to time, and/or any other similar law. With respect to the foregoing, Property Owner or Transferee shall be solely responsible, with regard to work performed by or under the direction of Property Owner or Transferee, expressly or impliedly and legally and financially, for determining and effectuating compliance with all applicable federal, state and local public works requirements, prevailing wage laws, and labor laws and standards, and City makes no representation, either legally and/or financially, as to the applicability or non-applicability of any federal, state and local laws to the Property Owners' or Transferee's construction of the Project as it may be amended pursuant hereto or otherwise.

Without limiting the foregoing, Property Owner shall indemnify, protect, defend and hold harmless the City and any City Agency, with counsel reasonably acceptable to City, from and against "increased costs" as defined in Labor Code section 1781 (including City's reasonable attorneys' fees, court and litigation costs, and fees of expert witnesses) in connection with the Development or construction (as defined by Applicable Law) of or on the Property, that results or arises in any way from (1) non-compliance by Property Owner of the requirement, if and to the extent applicable, to pay federal or state prevailing wages and hire apprentices, or (2) failure by Property Owner to provide any required disclosure or identification as required by Labor Code sections 1720 et seq. including without limitation specifically Labor Code section 1781, as the same may be amended from time to time. The foregoing indemnity shall survive the expiration or earlier termination of this Agreement. To the extent that the Transfer of all or a portion of the Property to any Transferee(s) has occurred prior to a Proceeding, the provisions of this Section 8.2 shall apply to such Transferee(s) in place of, or in addition to, Property Owner, as applicable.

8.3. **Cooperation**. The City shall reasonably cooperate with Property Owner in the defense of the Proceeding, provided that Property Owner reimburses the City for its Costs for such cooperation. Such obligation of the City to cooperate in its defense shall not require the City to (a) assert a position in its defense of the Proceeding which it has determined, in its sole discretion, has no substantial merit, (b) advocate in its defense of the Proceeding legal theories which it has determined, in its sole discretion, lack substantial merit, or (c) advocate in its defense of the Proceeding legal theories which it has determined, in its sole discretion, are contrary to its best interests, or to public policy. Nothing contained in this Section 8 shall require Property Owner to refrain from asserting in its defense of the Proceeding positions or legal theories that do not satisfy the foregoing requirements. The indemnity obligations in this Section 8 shall not apply to any Claim for which Property Owner has provided a separate indemnity to the City by way of a separate instrument executed by the Parties. To the extent that the Transfer of all or a portion of the Property to any Transferee(s) has occurred prior to a Proceeding, the provisions of this Section 8.2 shall apply to such Transferee(s) in place of, or in addition to, Property Owner, as applicable.

8.4. **Insurance Proceeds**. Property Owner's or any Transferee's obligations shall be reduced by net insurance proceeds the City actually receives for the matter giving rise to indemnification, and the City shall tender any Claim that is subject to this Section 8 to its applicable insurer(s).

8.5. **Challenge to Enforceability of Specific Obligations**. The Parties have determined in good faith that each of the provisions of this Agreement is valid and enforceable. Notwithstanding, if a court of competent jurisdiction finds invalid or unenforceable any provision of this Agreement purporting to supersede or otherwise render ineffectual any Applicable Law, Property Owner and/or the City shall perform its obligations hereunder as specifically directed by such court of competent jurisdiction.

9. MORTGAGEE PROTECTION.

9.1. **Encumbrances on the Property**. The Parties agree that this Agreement shall not prevent or limit Property Owner from encumbering the Property or any estate or interest therein, portion thereof, or any improvement thereon, in any manner whatsoever by one or more mortgages, deeds of trust, sale and leaseback, or other form of secured financing (each, a "**Mortgage**") with respect to the Development, use or operation of the Project and portions thereof. The City acknowledges that the lender(s) providing such Mortgages may require certain Agreement interpretations and modifications and agrees, upon request, from time to time, to meet with Property Owner and representatives of such lender(s) to negotiate in good faith any such request for interpretation or modification. The City shall not unreasonably withhold its consent to any such requested interpretation or modification provided City determines such interpretation or modification is consistent with the intent and purposes of this Agreement. If the City agrees to such interpretation or modification, the City agrees to execute and deliver (and to acknowledge, if necessary, for recording purposes) any agreement necessary to effectuate such interpretation or modification; provided, however, that any such interpretation or modification shall not in any way materially adversely affect any rights of either Party under this Agreement. If there is any conflict between this Section 9 and any other provisions contained in this Agreement, this Section 9 shall control.

9.2. **Mortgagee Protection**. To the extent legally permissible, this Agreement shall be superior and senior to any lien placed upon the Property, or any portion thereof, including the lien of any Mortgage. Notwithstanding the foregoing, no breach of this Agreement shall defeat, render invalid, diminish, or impair the lien of any Mortgage made in good faith and for value. Any acquisition or acceptance of title or any right or interest in or with respect to the Property or any portion thereof by the holder of the beneficial interest under a Mortgage (a "**Mortgagee**"), pursuant to foreclosure, trustee's sale, deed in lieu of foreclosure, lease or sublease termination or otherwise, shall be subject to all of the terms and conditions of this Agreement, provided that any such Mortgagee, including its affiliate, that takes title to the Property or the applicable portion thereof shall be entitled to the portion of the benefits arising under this Agreement that apply to the portion of the Property that was the subject of the foreclosure, trustee's sale, deed in lieu of foreclosure, lease or sublease termination or other exercise of rights by Mortgagee.

9.3. **Mortgagee Not Obligated**. Notwithstanding any contrary provision in this Agreement, no Mortgagee shall have any obligation or duty pursuant to this Agreement to perform the obligations of Property Owner or other affirmative covenants of Property Owner hereunder, or to guarantee such performance, except that Mortgagee and any successor shall have no vested right under this Agreement to develop the Project or applicable portion thereof without fully complying with the terms of this Agreement and executing and delivering to the City, in a form and with terms reasonably acceptable to the City, an assumption agreement of Property Owner's obligations hereunder with respect to the applicable portion of the Property.

9.4. **Request for Notice to Mortgagee.** Any Mortgagee that has submitted a request in writing to the City in the manner specified herein for giving notices shall be entitled to receive reasonably prompt written notification from the City of any notice of noncompliance given to Property Owner with respect to the performance of Property Owner's obligations under this Agreement.

9.5. **Mortgagee's Time to Cure.** If the City timely receives a written request from a Mortgagee requesting a copy of any notice of noncompliance given to Property Owner under the terms of this Agreement, the City shall provide a copy of such notice to Mortgagee within ten (10) days of sending such notice to Property Owner. Mortgagee shall have the right, but not the obligation, to cure the non-compliance for a period of sixty (60) days after Mortgagee receives written notice of noncompliance, or any longer period as is reasonably necessary, not to exceed one hundred twenty (120) days to remedy such items of noncompliance, provided that Mortgagee shall continuously and diligently pursue the remedy at all times until the item of noncompliance is cured.

9.6. **Bankruptcy**. If any Mortgagee is prohibited from commencing or prosecuting foreclosure or other appropriate proceedings in the nature of foreclosure by any process or injunction issued by any court or by reason of any action by any court having jurisdiction of any bankruptcy or insolvency proceedings involving Property Owner, the times specified in Section 9.5, above, shall be extended for the period of the prohibition but not to exceed one (1) year, except that any such extension shall not extend the Term of this Agreement.

9.7. **Disaffirmation**. If this Agreement is terminated by reason of (a) any default or (b) as a result of a bankruptcy proceeding, this Agreement is disaffirmed by a receiver, liquidator, or trustee for Property Owner or its property, the City, if requested by any Mortgagee, shall negotiate in good faith with such Mortgagee for a new development agreement for the Project as to such portion of the Property with the most senior Mortgagee requesting such new agreement. This Agreement does not require any Mortgagee or the City to enter into a new development agreement pursuant to this Section 9.7.

9.8. **Estoppel Certificate.** The City shall, at any time and within thirty (30) days following the written request of a Mortgagee, certify in writing to such Mortgagee that (a) this Agreement is in full force and effect and a binding obligations of the parties hereto, (b) this Agreement has not been amended or modified or, if so amended or modified, identifying the amendments and modifications, and (c) Property Owner is not in Default in the performance of its obligations under this Agreement or, if in Default, to describe therein the nature and extent of any

such default. Any such estoppel certificate shall be administratively issued by the Director of Planning/Community Development or his/her representative or designee.

10. MISCELLANEOUS PROVISIONS.

10.1. **Property Owner Challenge to Agreement**. In no event shall Property Owner bring or cause to bring a lawsuit in any court against City to invalidate any provision in this Agreement that would result in the ability of Property Owner to keep the Development Approvals without having to comply with the terms and conditions of this Agreement, provided that the foregoing shall not limit or otherwise affect Property Owner's rights and remedies under Section 7, above.

10.2. **Recordation of Agreement**. As provided in Government Code section 65868.5, this Agreement shall be recorded in the Official Records within ten (10) days following its execution by all Parties. Amendments of this Agreement approved by the City and executed by Property Owner and/or any Transferee(s), and any full or partial termination of this Agreement, shall be similarly recorded.

10.3. **Entire Agreement**. This Agreement sets forth and contains the entire understanding and agreement of the Parties, and there are no oral or written representations, understandings or ancillary covenants, undertakings or agreements which are not contained or expressly referred to herein. No testimony or evidence of any such representations, understandings or covenants shall be admissible in any proceeding of any kind or nature to interpret or determine the terms or conditions of this Agreement.

10.4. **Estoppel Certificate**. The City shall, at any time and within thirty (30) days following the written request of Property Owner or a Transferee, certify in writing to Property Owner and/or such Transferee that (a) this Agreement is in full force and effect and a binding obligations of the parties hereto, (b) this Agreement has not been amended or modified or, if so amended or modified, identifying the amendments and modifications, and (c) Property Owner is not in Default in the performance of its obligations under this Agreement or, if in default, to describe therein the nature and extent of any such Default. Any such estoppel certificate shall be administratively issued by the CD Director or his or her representative or designee. Any third party shall be entitled to rely on such estoppel certificate.

10.5. **Severability**. If any provisions, conditions, or covenants of this Agreement, or the application thereof to any circumstances of either Party, shall be held invalid or unenforceable, the remainder of this Agreement or the application of such provision, condition or covenant to Persons or circumstances other than those as to whom or which it is held invalid or unenforceable shall not be affected thereby and shall be valid and enforceable to the fullest extent permitted by law.

10.6. **Governing Law**. This Agreement shall be governed by and construed in accordance with the laws of the State of California. The Parties agree that all legal actions (including, without limitation, proceedings at law or in equity) arising out of this Agreement, shall be commenced and maintained only in Orange County Superior Court, in any other appropriate court in the County of Orange, or in the United States District Court for the Central District of California, Southern Division. Each Party hereby agrees to submit to the jurisdiction of any and

all such courts and further agree that venue shall be proper only in such courts. This Section shall survive the termination of this Agreement.

10.7. **Equitable Servitudes and Covenants Running with the Land**. All provisions of this Agreement shall be enforceable as equitable servitudes and constitute covenants running with the land. Each covenant to do, or refrain from doing, some act with regard to the Development or sale of the Property: (a) is for the benefit of and is a burden upon the Property or a portion thereof, as applicable; (b) runs with the Property and each portion thereof or a portion thereof, as applicable; and (c) is binding upon each Party and each Transferee of the Property or any portion thereof. Nothing herein, however, shall waive or limit the provisions of Section 2.2, above, and no Transferee of the Property, any portion of it, or any interest in it shall have any rights except those validly assigned to such Transferee in writing pursuant to Section 2.2, above. In any event, no owner or tenant of an individual completed residential unit or non-residential space within the Project shall have any rights under this Agreement.

10.8. **Notices**. All notices and other communications required or permitted to be given under this Agreement (a "**Notice**") shall be in writing and shall be (a) personally delivered by courier or overnight delivery service or mailed, certified or registered mail, return receipt requested, or (b) sent by electronic mail where expressly provided in this Agreement, but only if either (i) the recipient of the Notice acknowledges receipt of such transmission by email or (ii) a confirming copy of the Notice is sent by one of the methods set forth in clause (a), above, not later than the first business day following transmission. Any Notice shall be sent, transmitted, or delivered, as applicable, to the applicable Party at the following addresses:

If to City:	City of Cypress 5275 Orange Avenue Cypress, California 90730 Attention: City Manager Email: SDeLong@Cypressca.org
with a copy to:	Aleshire & Wynder, LLP 1 Park Plaza, Suite 1000 Irvine, CA 92614 Attention: William Wynder, Esq. Email:wwynder@awattorneys.com
If to Property Owner:	Los Alamitos Race Course 4961 Katella Avenue Los Alamitos, California 90720 Attention: Mr. Frank Sherren Email: fsherren@losalamitos.com
with a copy to:	Sheppard, Mullin, Richter & Hampton LLP 350 S. Grand Avenue, 40th Floor Los Angeles, California 90071-3640

Attention: Jack H. Rubens, Esq.
Lauren K. Chang, Esq.
Emails: jrubens@sheppard.com
lchang@sheppard.com.

Personally and courier delivered notices shall be deemed given upon actual personal delivery to the designated address of the intended recipient. Mailed notices shall be deemed given upon the date of actual receipt as evidenced by the return receipt. Electronically mailed notices shall be deemed given upon the date the email is transmitted if transmitted without indication of delivery failure prior to 5:00 p.m. local time for the recipient (and if transmitted without indication of delivery failure after 5:00 p.m. local time for the recipient, then delivery will be deemed duly given at 9:00 a.m. local time for the recipient on the subsequent business day). Any address for notice, including the address for a Transferee may be changed or added from time to time by written notice to the other Party and any Transferee(s) that has assumed any rights and obligations under this Agreement.

10.9. **Constructive Notice and Acceptance**. Every Person that now or hereafter owns or acquires any right, title, interest in or to any portion of the Property, is and shall be conclusively deemed to have consented and agreed to every provision contained herein, whether or not any reference to this Agreement is contained in the instrument by which such Person acquired such interest in the Property.

10.10. **Operating Memoranda**. The provisions of this Agreement require a close degree of cooperation between the City, Property Owner, and any Transferee(s). During the Term of this Agreement, clarifications to this Agreement and the Applicable Law may be appropriate with respect to the details of performance of the City, Property Owner, and any Transferee(s). If and when, from time to time, during the term of this Agreement, the City and Property Owner and/or any Transferee(s) agree that such clarifications are necessary or appropriate, they may effectuate such clarification through operating memoranda approved in writing by the City and Property Owner and/or any Transferee(s), which, after execution, must be attached hereto and become part of this Agreement and the same may be further clarified from time to time as necessary with future written approval by the City and Property Owner. Operating memoranda are not intended to and cannot constitute an amendment to this Agreement but are mere ministerial clarifications; therefore, public notices and hearings shall not be required. The City Manager shall determine whether a clarification may be accomplished through an operating memorandum or whether an amendment to this Agreement is required. The City Manager, or his or her designee, is authorized to execute such operating memoranda without further City Council action.

10.11. **Interpretation**. This Agreement shall be read and construed to fully effectuate, and to be consistent with, the language of the Municipal Code, Appendix I, Article 4, the Development Agreement Law, and this Agreement. The provisions of this Agreement shall be construed as a whole according to their fair meaning to achieve the objectives and purposes of the Parties, and the rule of construction to the effect that ambiguities are to be resolved against the drafting Party or in favor of City shall not be employed in interpreting this Agreement. Each of the Parties having been represented by counsel in the negotiation and preparation hereof.

10.12. **Attorneys' Fees**. In the event of any action between the City, Property Owner and/or any Transferee for enforcement or interpretation of any of the terms or conditions of this Agreement, the prevailing party in such action shall be entitled to recover its reasonable costs and expenses, including without limitation court costs and attorneys' fees actually and reasonably incurred, as awarded by a court of competent jurisdiction; provided, however, that the hourly rate used to calculate "reasonable fees actually and reasonably incurred" shall not exceed the hourly rate for attorney's fees paid by the City. This Section shall survive the termination of this Agreement.

10.13. **Section Headings**. All section headings and subheadings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

10.14. **Singular and Plural**. As used herein, the singular of any word includes the plural where applicable.

10.15. **Time of Essence**. Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.

10.16. **Waiver**. No waiver of any provision of this Agreement shall be effective unless in writing and signed by a duly authorized representative of the Party against whom enforcement of a waiver is sought and refers expressly to this Section. No waiver of any right or remedy with respect to any occurrence or event shall be deemed a waiver of any right or remedy with respect to any other occurrence or event.

10.17. **No Third Party Beneficiaries**. This Agreement is made and entered into for the sole protection and benefit for the Parties and their successors and assigns, including Transferees. No other Person shall have any right of action based upon any provision of this Agreement.

10.18. **Force Majeure**. Subject to the limitations set forth below, the Term of this Agreement and the time within which any Party shall be required to perform any act under this Agreement shall be extended by a period of time equal to the number of days during which performance of such act is rendered impossible by a Force Majeure Delay that is beyond the reasonable control of the Party seeking the extension. An extension of time shall be for the period of the Force Majeure Delay and shall commence to run from the time of the commencement of the cause, if written notice by the Party claiming such extension is sent to the other Party within thirty (30) days of the commencement of the cause. If written notice is sent after such thirty (30)-day period, then the extension shall commence to run upon the receipt of such notice. The cumulative extensions of time for Force Majeure Delays for individual performance obligations hereunder shall not exceed six (6) months, and the cumulative extensions of the expiration of this Agreement as a result of Force Majeure Delays shall not exceed one (1) year, unless otherwise agreed to in writing in accordance with Section 10.10 and Section 10.25.

10.19. **Extension of Time Limits**. The time limits set forth in this Agreement may be extended by mutual consent in writing of the Parties without amendment to this Agreement. Except as otherwise specified in this Agreement, each Party may agree or refuse to agree to any extension of time in its sole and absolute discretion.

10.20. **Successors in Interest**. As provided in Government Code section 65868.5, the provisions contained in this Agreement shall be binding upon, and inure to the benefit of, City and Property Owner, Transferees of Property Owner and their respective successors and assigns.

10.21. **Counterparts**. This Agreement may be executed by the Parties in counterparts, which counterparts shall be construed together and have the same effect as if each of the Parties had executed the same instrument.

10.22. **Project as a Private Undertaking**. It is specifically understood and agreed by and between the Parties hereto that the Development of the Project is a private undertaking, that no Party is acting as the agent of the other in any respect hereunder, and that each Party is an independent contracting entity with respect to the provisions contained in this Agreement. No partnership, joint venture or other association of any kind is formed by this Agreement. The only relationship between City and Property Owner is that of a government entity regulating the Development of private property and the owner of such property.

10.23. **Further Actions and Instruments**. Each of the Parties shall cooperate with and provide reasonable assistance to the other to the extent contemplated hereunder in the performance of all obligations under this Agreement and the satisfaction of the conditions of this Agreement. Upon the request of any Party at any time, the other Party shall promptly execute, with acknowledgment or affidavit if reasonably required, and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the provisions of this Agreement or to evidence or consummate the transactions contemplated by this Agreement.

10.24. **Eminent Domain**. No provision of this Agreement shall be construed to limit or restrict the exercise by City of its power of eminent domain.

10.25. **Amendments**. This Agreement may be amended from time to time only by written consent of both Parties (or in lieu of and/or in addition to Property Owner, as applicable, any Transferee(s) of the Property or any portion thereof) in accordance with Government Code section 65868, except as otherwise provided in Section 10.10, above, and Section 10.27 below.

10.26. **Authority to Execute**. Property Owner and the City each represents and warrants that the Person(s) executing this Agreement on their behalf have the authority to execute this Agreement and bind that Party to the performance of its obligations hereunder.

10.27. **Amendment of Legal Description and Depiction**. It is anticipated that following the recordation of this Agreement, Property Owner and Grace Church will effect a land swap pursuant to which Grace Church will own Lot 8 in VTTM 19247 and Property Owner will own Lots 5 and 10 in VTTM 19247. Therefore, following the recordation of the "A" final map that corresponds to VTTM 19247 and such land swap, **Exhibit A** and **Exhibit B** to this Agreement shall be amended to reflect that the Property includes Lots 1, 2, 3, 4, 5, 6, 7, 10, 11, 12, 13 and 14 and the lettered lots in such final map, and such amendment shall be considered a mere ministerial clarification, so that no public notice, hearing or City Council approval shall be required.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the day and year first set forth above.

"City":

CITY OF CYPRESS,
a charter city and municipal corporation

By_____
Mayor

ATTEST:

By_____
City Clerk

Date: _____, 2026

APPROVED AS TO FORM:

ALESHIRE & WYNDER, LLP

By_____
City Attorney

"Property Owner":

LOS ALAMITOS RACE COURSE,
a California general partnership

By: Los Alamitos Racing Association, a California corporation, a general partner

By_____
Edward C. Allred,
President

By_____
Cathleen Allred,
Secretary

By: Quarter Horse Racing, Inc., a California corporation, a general partner

By_____
Edward C. Allred,
Chief Executive Officer

By_____
Cathleen Allred,
President and Secretary

CYPRESS GC, LLC,
a California limited liability company

By_____
Edward C. Allred,
its Managing Member

EXHIBIT A

Legal Description of the Property

All that certain real property located in the City of Cypress, County of Orange, State of California, and described as follows:

LARC/CYPRESS GC PROPERTY

Parcel A: (APNs: 241-081-02, 241-081-23, 241-091-21, 241-221-22, 241-221-25, 241-221-26, 241-221-27, 241-221-28, 241-221-30 and 241-091-50 and 241-091-51)

Being all of Parcel 1 of Lot Line Adjustment No. 2019-01, recorded January 23, 2020, as Instrument No. 2020000030639 of Official Records in the Office of the County Recorder of said County.

Excepting therefrom, all minerals and all mineral rights of every kind and character now known to exist or hereafter discovered underlying the property, including, without limiting the generality of the foregoing, oil and gas and rights thereto, together with the sole, exclusive and perpetual right to explore for, remove and dispose of said minerals by any means or methods suitable to grantor, its successors and assigns, but without entering upon or using the surface of the property, and in such manner as not to damage the surface of the property, or to interfere with the use thereof by grantee, its successors or assigns, by Quitclaim Deed recorded August 6, 2001, as Instrument No. 20010534711 of Official Records.

Parcel B: (APNs: 241-091-37 and 241-232-37)

Parcel 2 of Lot Line Adjustment No. 2017-01, recorded May 9, 2018, as Instrument No. 2018000168853 of
Official Records in the Office of the County Recorder of said County.
Also excepting from a portion thereof, all minerals and all mineral rights of every kind and character now known to exist or hereafter discovered underlying the property, including, without limiting the generality of the foregoing, oil gas and rights thereto, together with the sole, exclusive and perpetual right to explore for, remove and dispose of said minerals by any means or methods suitable to grantor, its successors and assigns, but without entering upon or using the surface of the property, and such manner as not to damage the surface of the property, or interfere with the use thereof by grantee, its successors and assigns, provided however, that grantor, its successors and assigns, without the prior written permission of the grantee, its successors or assigns, shall not conduct any mining activities of whatsoever nature above a plane 500 feet below the surface of the property, as reserved by Union Pacific Railroad Company, a Delaware corporation recorded December 31, 2003, as Instrument No. 2003001534651 of Official Records.

Parcel C:

A non-exclusive easement for vehicular, equestrian and pedestrian ingress and egress as described in Easement Agreement recorded May 31, 2018, as Instrument No. 2018000198493 of Official Records and more particularly described as follows:

That portion of Parcel 1 of Parcel Map No. 90-241, in the City of Cypress, County of Orange, State of California, per map filed in Book 259, Pages 1 through 12, inclusive, of Parcel Maps, in the Office of the County Recorder of said County, described as follows:

Commencing at the southwest corner of said Parcel 1;
thence along the Westerly line of said Parcel 1 North 00°03'32" West, 347.00 feet;

thence leaving said Westerly line South 41°07'10" East, 459.77 feet, to a point on the Southerly line of said Parcel 1, distant thereon North 89°52'46" East, 302.00 feet, from the Southwest corner thereof, said point being the true point of beginning;
thence along said Southerly line of Parcel 1 North 89°52'46" West, 485.30 feet;
thence parallel with said Westerly line of Parcel 1 North 00°03'32" West, 24.00 feet, to a line parallel with and 24.00 feet Northerly of said Southerly line of Parcel 1;
thence along said last parallel line South 89°52'46" West, 506.19 feet, to the hereinabove described course bearing "South 41°07'10" East";
thence along said last course South 41°07'10" East, 31.80 feet, to the true point of beginning.

GRACE CHURCH PROPERTY

PARCEL A:

PARCEL 1, AS SHOWN ON LOT LINE ADJUSTMENT NO. LL 2009-02, AS EVIDENCE BY DOCUMENT RECORDED JANUARY 21, 2010, AS INSTRUMENT NO. 201000031686 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PARCEL 1 OF LOT LINE ADJUSTMENT 95-3, IN THE CITY OF CYPRESS, COUNTY OF ORANGE, STATE OF CALIFORNIA, RECORDED JUNE 30, 1997, AS INSTRUMENT NO. 19970303502, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TOGETHER WITH THAT PORTION OF PARCEL 1 OF LOT LINE ADJUSTMENT 98-3, IN THE CITY OF CYPRESS, COUNTY OF ORANGE, STATE OF CALIFORNIA, RECORDED JANUARY 12, 1999, AS INSTRUMENT NO. 19990020764, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF PARCEL 1 OF SAID LOT LINE ADJUSTMENT 95-3; THENCE ALONG THE EAST LINE OF PARCEL 1 OF SAID LOT LINE ADJUSTMENT 98-3, SOUTH 00°04'47" EAST TO A LINE THAT IS PARALLEL WITH AND DISTANT 158.15 FEET FROM THE SOUTH LINE OF PARCEL 1 OF SAID LOT LINE ADJUSTMENT 95-3; THENCE ALONG SAID PARALLEL LINE SOUTH 89°55'13" WEST 550.87 FEET TO THE SOUTHERLY PROLONGATION OF THAT CERTAIN COURSE IN THE WEST LINE OF SAID PARCEL 1, HAVING A BEARING AND DISTANCE OF "N 00°04'47" W 575.52 FEET", AS SHOWN ON SAID LOT LINE ADJUSTMENT 95-3; THENCE ALONG SAID PROLONGATION NORTH 00°04'47" WEST 158.15 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL 1; THENCE ALONG SAID SOUTH LINE NORTH 89°55'13" EAST 550.87 FEET TO THE POINT OF BEGINNING.

PARCEL B:

A NON-EXCLUSIVE PERPETUAL EASEMENT, AS SAID EASEMENT IS SET FORTH IN THAT CERTAIN ACCESS AND UTILITY EASEMENT AGREEMENT RECORDED JULY 19, 1991, AS INSTRUMENT NO. 91-377517 AND AMENDED BY THAT CERTAIN FIRST AMENDMENT TO EASEMENT AGREEMENT RECORDED FEBRUARY 13, 2003, AS INSTRUMENT NO. 2003000165238, BOTH OF OFFICIAL RECORDS OF ORANGE COUNTY, CALIFORNIA, FOR THE PURPOSE OF PEDESTRIAN AND VEHICULAR ACCESS OVER THOSE PORTIONS OF PARCELS 1 AND 4 OF PARCEL MAP NO. 2000-193, AS SHOWN ON A MAP FILED IN BOOK 321, PAGES 13 AND 14 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID ORANGE COUNTY, CALIFORNIA, INCLUDED WITHIN THAT CERTAIN STRIP OF LAND DELINEATED THEREON AS "B - INDICATES AN EASEMENT FOR ACCESS PURPOSES, INGRESS AND EGRESS, RESERVED HEREON FOR FUTURE CONVEYANCE".

APN 241-081-08 (Affects a portion of the land);
241-081-12 (Affects a portion of the land); and
241-081-22 (Affects a portion of the land)

Notwithstanding the foregoing, the Property does not include Lots 8 and 9 in VTTM 19247.

EXHIBIT B

Map Showing Property and Its Location

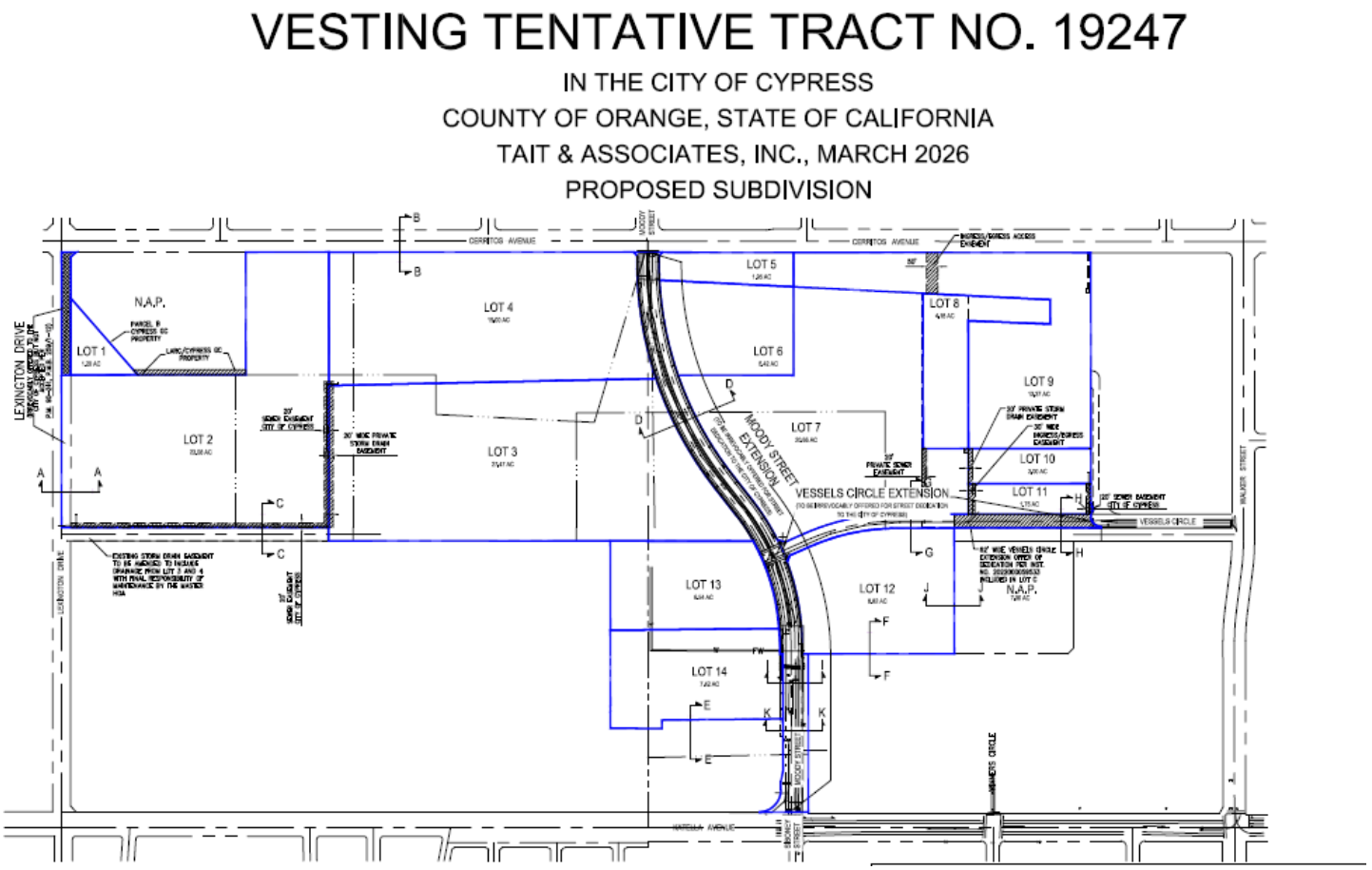


EXHIBIT C

Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING REQUIREMENTS

California Public Resources Code (PRC) Section 21081.6, which is part of the California Environmental Quality Act (CEQA) statute, mandates that the following requirements shall apply to all reporting or mitigation monitoring programs:

- The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes that have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.

- The lead agency shall specify the location and custodian of the documents or other materials that constitute the record of proceedings upon which its decision is based.

- The lead agency shall provide measures to mitigate or avoid potentially significant effects on the environment that are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents that address required mitigation measures or, in the case of the adoption of a plan, policy, regulation, or other project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.

- Prior to the close of the public review period for a draft environmental impact report, a responsible agency, or a public agency having jurisdiction over natural resources affected by the project, shall either (1) submit to the lead agency complete and detailed performance objectives for mitigation measures that would address the significant effects on the environment identified by the responsible agency or agency having jurisdiction over natural resources affected by the project, or (2) refer the lead agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a lead agency by a responsible agency or an agency having jurisdiction over natural resources affected by the project shall be limited to measures that mitigate impacts to resources that are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance with that requirement by a responsible agency or agency having jurisdiction over natural resources affected by a project shall not limit the authority of the responsible agency or agency having jurisdiction over natural resources affected by a project, or the authority of the lead agency, to approve, condition, or deny projects as provided by this division or any other provision of law.

MITIGATION MONITORING PROCEDURES

The mitigation monitoring and reporting program for the proposed Specific Plan 3.0 Buildout Project (proposed project) has been prepared in compliance with PRC Section 21081.6. It describes the requirements and procedures to be followed by the City of Cypress (City), as the Lead Agency, to ensure that all mitigation measures adopted as part of the proposed project will be carried out as described in the Final Environmental Impact Report (EIR).

Table A: Mitigation Monitoring and Reporting Program sets forth the proposed mitigation monitoring and reporting program. It lists each of the mitigation measures specified in Chapter 4.0 of the Draft EIR and identifies the party or parties responsible for implementation and monitoring of each measure.

REGULATORY COMPLIANCE MONITORING PROCEDURES

Table B: Regulatory Compliance Measures lists all regulatory compliance measures associated with the proposed project as specified in in Chapter 4.0 of the Draft EIR and describes the requirements and procedures to be followed by the City to ensure that all standard conditions will be carried out as described in the Draft EIR.

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
4.3: Air Quality					
Mitigation Measure AIR-1: Prior to issuance of grading permits for development projects in the Buildout Area, a future project applicant in collaboration with the City of Cypress Planning Division shall identify project design details and specifications, where feasible, to document implementation and compliance with emission reduction measures. The City of Cypress Planning Division shall verify compliance through: (1) review and approval of construction drawings and building permit submittals demonstrating incorporation of the emission-reduction measures; (2) documentation or reporting from the contractor or a future project applicant, as deemed necessary by the City of Cypress Planning Division, demonstrating adherence to approved measures. The measures below shall be implemented and updated as necessary as they are considered feasible and effective in reducing criteria pollutant emissions generated by the project. These measures shall be reviewed and updated in accordance with the most recent emission-reduction and emission-minimization guidance available, including, at a minimum, the California Air Pollution Control Officers Association (CAPCOA) 2024 guidance. A future project applicant shall incorporate all feasible and updated measures into the final construction drawings, building plans, and contractor specifications for City review, including, but not limited to, the following: ● Provide building access and paths which are physically separated from street parking lot traffic and that eliminate physical barriers such as walls, berms, landscaping and slopes that impede the use of pedestrians, bicycle facilities, or public transportation vehicles. ● Provide continuous sidewalks separated from the roadway by landscaping and on street parking. ● Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.	Prior to issuance of grading permits for development projects in the Buildout Area	City of Cypress / Future Project Applicant(s)			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
• Provide preferential parking spaces near the entrance of buildings for those who carpool/vanpool/rideshare and provide signage. • Install electric vehicle charging capabilities that meet the requirements of the latest version of the California Green Building Standards Code (CALGreen Code) Tier 2 Voluntary Standards. • Install ENERGY STAR certified heating, cooling, and lighting devices, and appliances or equivalent. • Install only electric fireplaces. • Install low-flow water fixtures. • Utilize energy-efficient design features, including appropriate site orientation, use of lighter color roofing and building materials, and use of deciduous shade trees and windbreak trees to reduce fuel consumption for heating and cooling. • Use light-colored paving and roofing materials. • Use low-volatile organic compound (VOC) paints with 10 grams per liter or less. • Require the use of all-electric landscaping equipment. • Maximizing the planting of trees in landscaping and parking lots.					
Mitigation Measure AIR-2: All construction activities in the Buildout Area shall utilize U.S. EPA Tier 4 Final diesel construction equipment for equipment rated at greater than 50 brake horsepower (bhp) if and to the extent commercially available, or the cleanest available equipment and technology that is commercially available and feasible at the time of construction (e.g., zero-emission or equivalent low-emission equipment), to minimize diesel particulate matter (DPM) emissions. If Tier 4 Final equipment is not commercially available for a majority of the construction equipment and an individual development project would be larger than 20 acres, the City shall require preparation of a construction Health Risk Assessment (HRA) for such development project.	Prior to and during construction activities	City of Cypress / Construction Contractor			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
If a construction HRA is required, it shall be prepared in accordance with current OEHHA methodology and applicable SCAQMD CEQA and health risk assessment guidance. Additional feasible risk-reduction measures identified through the HRA process shall be implemented as determined necessary by the City.					
4.4: Biological Resources					
Mitigation Measure BIO-1: Jurisdictional Delineation. Prior to commencing construction activities that would impact any of the identified aquatic resources in Lots 2, 3, 4, 6 and 7 of Vesting Tentative Tract Map (VTTM) 19247, a jurisdictional delineation shall be conducted, as follows: ● Regional Water Quality Control Board (RWQCB) Jurisdiction (Waters of the State): Delineation shall follow the State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (State Water Resources Control Board [SWRCB] 2019). ● California Department of Fish and Wildlife (CDFW) Jurisdiction (Streambed Alteration Program): The extent of CDFW jurisdiction shall be identified consistent with California Fish and Game Code §§ 1600–1616, including the outer limits of the bed, bank, and channel and the extent of any associated riparian vegetation. ● US Army Corps of Engineers (USACE) Jurisdiction (Waters of the United States [WOTUS]): The determination that no federal WOTUS occur onsite shall be documented consistent with 33 CFR § 328.3, the USACE 1987 Wetland Delineation Manual, and the appropriate Regional Supplement (USACE 2008). If impacts to RWQCB and/or CDFW jurisdictional waters are expected to occur, appropriate permits or authorization (e.g., Water Quality Certification/Waste Discharge Requirements, CDFW Lake and Streambed Alteration Agreement) shall be obtained prior to construction.	Prior to commencement of construction activities that would impact any of the identified aquatic resources in Lots 2, 3, 4, 6, and 7 of VTTM 19247	Future Project Applicant(s) / Qualified Delineator			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
4.5: Cultural Resources					
Mitigation Measure CUL-1: Prior to demolition activities of any character-defining features, the owner of Los Alamitos Race Course, or subsequent project proponents, shall make photographs and memorabilia, including brochures, promotional flyers, marketing materials, special events announcements and the like (or copies of the same) available to a local library or an Orange County-based historical society: a. For use in an exhibit(s) about horse racing, quarter horses, Frank Vessels, Sr. the Vessels family, pari-mutuel betting and/or the history of Cypress; and/or b. To be part of a permanent archive for research purposes.	Prior to demolition activities of any LARC character-defining features	Owner of LARC or Future Project Applicant(s)			
Mitigation Measure CUL-2: Require future development on portions of the Los Alamitos Race Course property to incorporate one or more of the following: a. A historical marker that provides information about Frank Vessels, Sr. and Los Alamitos Race Course. The marker should be clearly visible and accessible to the public. b. The Vessels' name, the track logo, racing terminology, and/or the names or likenesses (e.g., statuary, wall or garden art, and photographs) of noteworthy Quarter Horses (such as Clabber, Go Man Go, or Moonist).	Prior to project occupancy	Future Project Applicant(s)			
Mitigation Measure CUL-3: Prior to, or in conjunction with, approval of any demolition or development permits that involves the destruction of any portion of the Los Alamitos Race Course property, the Project Applicant should be required to commission documentation of the property in the form of Historic American Building Survey (HABS)-like documentation that complies with the *Secretary of the Interior's Standards for Architectural and Engineering Documentation* (NPS 1990), if any of the character-defining features as identified are still present. The documentation should generally follow the HABS Level III requirements and include digital photographic recordation of the complex, a detailed historic narrative report, and compilation of historic research. Photographic documentation should include:	Prior to, or in conjunction with, approval of any demolition or development permits that involves the destruction of any portion of the LARC property	Future Project Applicant(s) / Qualified Architectural Historian			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
• General views of the site and landscape as a whole • Photographs of the 550-yard chute, track, and winner's circle • Photographs of each exterior elevation of all buildings and structures in the complex • Photographs of the interior of the Grandstand. The documentation should be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History (NPS 1983). The original archival-quality documentation shall be offered as donated material to the following entities: South Central Coastal Information Center at CSU Fullerton, Preserve Orange County, the Orange County Historical Society and other repositories to be determined such as local libraries and the American Quarter Horse Association Hall of Fame.					
4.7: Geology and Soils					
Mitigation Measure GEO-1: Implementation of Geotechnical Investigation Recommendations. Future development projects within the Buildout Area shall implement the recommendations of the Geotechnical Investigation prepared for the proposed project, to the satisfaction of the City of Cypress' (City) Building Official, including, but not limited to: **Ground Improvement Techniques.** Ground improvement techniques shall be implemented in the Buildout Area beneath any structure intended for human occupancy. Ground improvements may consist of rammed aggregate piers, vibrated aggregate piers, or similar techniques. The ground improvements must be designed by a qualified ground improvement contractor through coordination with a geotechnical engineer and/or structural engineer to ensure liquefaction in the upper soils. **Building Foundation Techniques.** Subsequent to the installation of any proposed ground improvements, proposed structures, mat or mat-type foundation systems will be used. Conventional foundations may be utilized for support of the lighter at-grade structure if the ground improvements reduce the total and	Prior to the issuance of any grading or building permit	City of Cypress / Future Project Applicant(s)			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
differential settlement to a threshold confirmed by the geotechnical engineer, the structural engineer, and the construction contractor. **Additional site testing and final design evaluation(s)** shall be conducted by a geotechnical consultant to refine and/or enhance these requirements during buildout of the project on an as-needed basis. A future project applicant(s) shall require the geotechnical consultant to assess whether the recommendations in the Geotechnical Investigation need to be modified or refined to address any changes in the project features prior to start of grading. If the geotechnical consultant identifies modifications or refinements to the recommendations, the future project applicant(s) shall make modifications to the final project design and specifications. Examples of additional measures could include: a moisture or vapor retarding system below foundations, additional ground stabilization techniques like cement treatment or aggregate, or removal and replacement of existing soil to eliminate any unsuitable materials or undocumented fill. Design, grading, and construction shall be performed in accordance with applicable requirements in the Municipal Code, the California Building Code, local grading regulations, and any additional measures recommended by the geotechnical consultant in the subsequent geotechnical evaluation(s).					
Mitigation Measure GEO-2: Procedures for Unexpected Paleontological Resources Discoveries. If paleontological resources are discovered during ground-disturbing activities associated with the proposed project, construction personnel shall immediately halt work within 50 feet of the discovery, and a future project applicant/developer or construction supervisor shall contact a qualified paleontologist to assess the discovery for scientific importance. A qualified paleontologist is defined as a person with an M.S. or Ph.D. in geology or paleontology and who meets the standards set forth by the Society of Vertebrate Paleontology. The paleontologist shall make recommendations regarding the collection, treatment, and disposition of the discovery. Scientifically important resources shall be prepared to	During ground-disturbing activities	Construction Contractor / Qualified Paleontologist			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. If paleontological resources are discovered, regardless of their scientific importance, paleontological monitoring shall be required for subsequent ground-disturbing activities at a frequency, depth, and/or interval determined by the paleontologist. Paleontological monitoring shall be conducted by a qualified paleontological monitor as set forth in the Society of Vertebrate Paleontology standards. At the conclusion of monitoring, a final monitoring report shall be prepared by the paleontologist to document the results of monitoring and project compliance with all regulations and project requirements. If scientifically important paleontological resources are recovered, this report shall also document those paleontological resources with a catalog, descriptions, and photographs as determined appropriate by the paleontologist. The final monitoring report shall be submitted to the City of Cypress Director of Community Development Department or designee for review and approval. A copy of this final report shall also accompany the fossil material to the museum repository.					
Mitigation Measure GEO-3: Worker Sensitivity Training: Prior to issuance of grading permits, applicants for projects that would include ground-disturbing activities below 10 feet in undisturbed native sediments ranked as having a moderate or high paleontological sensitivity shall be required to retain a qualified paleontologist meeting the requirements set forth by the Society of Vertebrate Paleontology. Prior to and during initial ground-disturbing activities, the qualified paleontologist (or their designee) shall provide worker environmental awareness training to construction personnel. Training shall include recognition of potential fossil materials, appropriate worker response protocols, and contact information for the paleontologist.	Prior to issuance of grading permits	Future Project Applicant(s) / Qualified Paleontologist			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
4.8: Greenhouse Gas Emissions					
Mitigation Measure GHG-1: Prior to issuance of building permits, project applicants for future development within the Buildout Area shall demonstrate to the satisfaction of the City of Cypress (City) Planning Division that the proposed buildings incorporate feasible greenhouse gas (GHG) reduction strategies consistent with current State and local decarbonization goals. Compliance shall be demonstrated through building plans, energy modeling, California Green Building Standards Code (CALGreen Code) checklists, or similar documentation submitted during the plan check process, as deemed necessary by the City. Future project applicants shall comply with either the All-Electric Design Path or the Efficient Mixed-Fuel Design Path, as described below: **Preferred Compliance Path: All Electric Design** - Future development shall be designed and constructed without natural gas infrastructure or natural gas appliances. All space heating, water heating, cooking, and clothes drying systems shall be fully electric. Electrical service panels shall be sized to accommodate expected loads and future electrification needs. **Alternative Compliance Path: Efficient Mixed-Fuel Design** - If a project proposes to install natural gas infrastructure or natural gas appliances, future project applicants shall implement a combination of GHG reduction measures sufficient to minimize GHG emissions from natural gas usage to the maximum extent feasible. Measures may include, but are not limited to, the following: • Exceed Title 24, Part 6 (Building Energy Efficiency Standards) performance requirements by 10–20 percent, where feasible, as demonstrated through energy modeling or prescriptive compliance documentation. • Install on-site solar photovoltaic (PV) systems to the maximum feasible extent, including on rooftops and parking canopy structures, where structurally and technically feasible.	Prior to issuance of building permits	City of Cypress / Future Project Applicant(s)			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
• Provide electric-ready infrastructure, including service panel capacity, conduit, wiring, and dedicated circuits, to allow future conversion to all-electric appliances and systems. • Design buildings to achieve, at minimum, Leadership in Energy and Environmental Design (LEED) Silver certification or an equivalent third-party green building rating. • Install programmable thermostats, advanced metering infrastructure, and smart home energy management systems. • Provide heating, ventilation, and air conditioning (HVAC) commissioning consistent with CALGreen Sections 5.410.2–5.410.4, including a commissioning plan, functional performance testing, and a commissioning report. • Install cool roof materials meeting an aged solar reflectance of ≥ 0.30, or the most current CALGreen Code requirement, whichever is more stringent. • Provide infrastructure to accommodate up to 50 percent recycled water use for landscape irrigation, where recycled water supply is available. • Use water-efficient irrigation systems, minimize turf, and incorporate native, low-water, or drought-tolerant plant species. • Install rainwater harvesting systems, where feasible. • Prohibit or restrict the use of potable water for cleaning non-vegetated outdoor surfaces and prohibit systems that apply water to hardscape surfaces. • Implement and maintain robust solid waste diversion programs, including recycling and organic waste collection consistent with Senate Bill (SB) 1383 requirements. All selected GHG reduction measures shall be clearly identified on improvement plans and construction drawings. Compliance with this measure shall be verified by City staff during plan check and confirmed through building inspection prior to final occupancy.					

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
4.9: Hazards and Hazardous Materials					
Mitigation Measure HAZ-1: Prior to the issuance of a building permit, a future project applicant/developer shall demonstrate the recommendations provided in the Phase I Environmental Site Assessment (Phase I ESA) prepared for the Buildout Area have been, or will be, implemented. Recommendations provided in the Phase I ESA include the following: ● Preparation and implementation of an Operations and Maintenance (O&M) Program in order to safely manage the suspect asbestos-containing materials (ACMs) and/or lead-based paint (LBP) associated with the existing structures located within the Buildout Area; and ● Providing a copy of this Draft Environmental Impact Report (EIR) and the Notice of Completion (NOC) to the Orange County Health Care Agency (OCHCA) in order to notify them of the proposed change in land use facilitated under the proposed project.	Prior to issuance of a building permit	Future Project Applicant(s)			
4.17: Transportation					
Mitigation Measure TRA-1: Transportation Demand Management Strategies. The Development Agreement between the City and the Project Applicant regarding the proposed project shall include a provision requiring that any future project applicants for subsequent residential development projects within the Buildout Area demonstrate the project's consistency with the measures set forth in Items 1 and 2 below that are applicable to such project prior to its approval to the satisfaction of the City of Cypress Planning Director. 1. **Construct or Improve Bike Facility (California Air Pollution Control Officers Association [CAPCOA] Handbook Strategy T-19-A):** This transportation demand management strategy requires the project to include a new bicycle facility or facilities or improve an existing facility that would connect the project to the existing regional bicycle network. The construction/improvement of bicycle facilities would provide residents with the opportunity to bike to their destination	During preparation of the Development Agreement	City of Cypress / Future Project Applicant(s)			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
rather than drive, reducing the number of vehicle trips and overall project-generated vehicle miles traveled (VMT). 2. **Provide Pedestrian Network Improvement (CAPCOA Handbook Strategy T-18):** This transportation demand management strategy requires the construction of off-site sidewalks to improve sidewalk coverage and pedestrian access to the surrounding area.					
4.18: Tribal Cultural Resources					
Mitigation Measure TCR-1: Tribal Cultural Resources Training and ALERT Sheet Posting. Prior to the start of any ground-disturbing activities, a qualified archaeologist meeting the Secretary of the Interior standards, in consultation with a representative from a traditionally and culturally affiliated Native American Tribe, under the direction of the City of Cypress Planning Division, shall prepare a Cultural Resources Sensitivity Summary. This summary shall include a brief description of the types of archaeological and tribal cultural resources that may be encountered, visual examples (if available), reporting procedures in the event of a discovery, and appropriate contact information. The summary shall be printed and posted in a visible location at the construction site for the duration of all ground-disturbing activities. An initial worker environmental training shall be provided by a qualified archaeologist in collaboration with a tribal representative prior to the start of construction, under the direction of the City of Cypress Planning Division. The training shall include a review of applicable laws, procedures to follow if resources are discovered, and cultural sensitivity guidance. A sign-in sheet shall be maintained to document attendance. As construction progresses, the construction manager shall be responsible for ensuring that all new personnel receive the same information through on-site orientation and review of the posted materials. Documentation of ongoing training shall be maintained and made available to the City upon request.	Prior to the start of any ground-disturbing activities	Future Project Applicant(s) / Qualified Archaeologist			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
Mitigation Measure TCR-2: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities. Prior to the issuance of any grading permits for projects within the Buildout Area that would require "ground-disturbing activity," where such disturbance activity would occur in undisturbed native sediment, a future project applicant/City shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching on both on-site and any off-site locations that are included in the Project Description/ definition and/or required in connection with the projects, such as public improvement work. A copy of the executed monitoring agreement shall be submitted to the Director of the City of Cypress Community Development Department, or their designee, prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The tribal monitor shall also provide appropriate insurance certificates. The monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs shall identify and describe any discovered tribal cultural resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, "TCRs"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the future project applicant/City upon written request to the Tribe. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Tribe from a designated	Prior to the issuance of any grading permits	Future Project Applicant(s) / Native American Monitor			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
point of contact for the future project applicant/City that all ground-disturbing activities and phases that may involve ground-disturbing activities in native (previously undisturbed) soil has occurred (i.e., no tribal monitoring shall be required for landscaping activities occurring after completion of project grading and trenching, as this soil will have been previously monitored) or in connection with the project are complete; or (2) a determination and written notification by the Tribe to the future project applicant/City that no future, planned construction activity and/or development/construction phase associated with the project possesses the potential to impact TCRs. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Tribe's monitor and/or archaeologist. The Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural, and/or historic purposes.					
Mitigation Measure TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary Objects. Native American human remains are defined in Public Resources Code (PRC) Section 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC Section 5097.98, are also to be treated according to this statute. If Native American human remains and/or grave goods are discovered or recognized during ground-disturbing activities associated with projects within the Buildout Area, then all construction activities shall immediately cease within 50 feet of the find. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the Coroner	During ground-disturbing activities	Construction Contractor / County Coroner / Most Likely Descendant			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
has determined the nature of the remains. If the Coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC), and PRC Section 5097.98 shall be followed. Human remains and grave/burial goods shall be treated alike per PRC Section 5097.98(d)(1) and (2). If Native American human remains are discovered or recognized on any construction sites within the Buildout Area during ground-disturbing activities and the NAHC subsequently identifies the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe) to be the Most Likely Descendant (MLD), construction activities may resume in other parts of the construction site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Tribe determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Tribe's monitor and/or archaeologist deems necessary). (*State CEQA Guidelines* Section 15064.5(f).) Preservation in place (i.e., avoidance) is the Tribe's preferred manner of treatment for discovered human remains and/or burial goods. Any discovery of human remains/burial goods shall be kept confidential to the extent feasible to prevent further disturbance.					
Mitigation Measure TCR-4: Procedures for Burials and Funerary Remains. If Native American human remains are discovered or recognized on any construction sites within the Buildout Area during ground-disturbing activities and the Native American Heritage Commission subsequently identifies the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe) to be the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy, as described below, shall be implemented. To the Tribe, the term "human	During ground-disturbing activities	Construction Contractor / Most Likely Descendant			

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. In the event preservation in place is not possible despite good faith efforts by the future project applicant/City and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. Each occurrence of human remains and associated funerary					

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Milestone	Responsible Party	Verification of Compliance		
			Initials	Date	Remarks
objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within 6 months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.					

Table B: Regulatory Compliance Measures

Regulatory Compliance Measures	Monitoring Milestone	Responsible Party Responsible for Monitoring	Verification of Compliance		
			Initials	Date	Remarks
4.3: Air Quality					
Regulatory Compliance Measure AIR-1: During clearing, grading, earth moving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventative measures by using the following procedures, in compliance with South Coast Air Quality Management District (SCAQMD) Rule 403 during construction. The applicable Rule 403 measures are as follows: ● Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more). ● Water active sites at least twice daily (locations where grading is to occur shall be thoroughly watered prior to earthmoving). ● Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 2 feet (0.6 meter) of freeboard (vertical space between the top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114. ● Pave construction access roads at least 100 feet (30 meters) onto the site from the main road. ● Reduce traffic speeds on all unpaved roads to 15 miles per hour or less.	During clearing, grading, earth moving, or excavation operations	Construction Contractor			
Regulatory Compliance Measure AIR-2: All trucks that are to haul excavated or graded material shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.	During construction activities	Construction Contractor			
Regulatory Compliance Measure AIR-3: Prior to approval of future project plans and specifications, the City of Cypress shall confirm that the construction bid packages specify: ● Contractors shall use high-volume low-pressure paint applicators with a minimum transfer efficiency of at least 50 percent; ● Coatings and solvents that will be utilized have a volatile organic	Prior to approval of future project plans and specifications	City of Cypress / Future Project Applicant(s)			

Table B: Regulatory Compliance Measures

Regulatory Compliance Measures	Monitoring Milestone	Responsible Party Responsible for Monitoring	Verification of Compliance		
			Initials	Date	Remarks
compound content lower than required under SCAQMD Rule 1113; and ● To the extent feasible, construction/building materials shall be composed of pre-painted materials.					
Regulatory Compliance Measure AIR-4: Future projects shall comply with SCAQMD Rule 402. Rule 402 prohibits the discharge of air contaminants or other material from any type of operations, which can cause nuisance or annoyance to any considerable number of people or to the public or which endangers the comfort or repose of any such persons, or the public.	During operation of future projects	Future Project Operators			
4.4: Biological Resources					
Regulatory Compliance Measure BIO-1: Preconstruction Bat Surveys. If construction activities for a specific development project within the Buildout Area, including structure demolition and tree removal, will occur during the bat maternity season (April 1 to August 31), then the City, or designee, shall confirm that the applicable developer has retained a qualified biologist who shall conduct a nighttime bat survey of potential maternity roost habitat no more than 30 days prior to the removal of potential habitat. These surveys shall be initiated no later than 30 minutes before sunset and continue for no less than 1 hour after sunset. If maternity roosts are found and the project would result in impacts to roosting bats, the biologist shall coordinate with CDFW to establish appropriate avoidance buffers around all maternity roost sites, and no construction work shall occur within the buffers until the completion of the maternity season. If deemed necessary through coordination with CDFW, additional measures could include two-step removal of any trees containing maternity roosts (outside of the maternity season), preparation of a Bat Habitat Mitigation and Monitoring Plan (BHMMP), and humane bat eviction/exclusion.	30 days prior to the initiation of construction activities if construction will occur during the bat maternity season (April 1 to August 31)	Future Project Applicant(s) / Qualified Biologist			
Regulatory Compliance Measure BIO-2: Preconstruction Nesting Bird Surveys and Active Nest Avoidance Buffers. If potential bird nesting habitat is to be removed from a portion of the Buildout Area in connection with a specific development project during the avian nesting season (January 1 through August 31), including structures, trees, shrubs and suitable ground-nesting areas, a qualified biologist	Within 3 days prior to the potential removal of suitable nesting habitat, if	Future Project Applicant(s) / Qualified Biologist			

Table B: Regulatory Compliance Measures

Regulatory Compliance Measures	Monitoring Milestone	Responsible Party Responsible for Monitoring	Verification of Compliance		
			Initials	Date	Remarks
shall conduct a nesting bird survey in such portion of the Buildout Area within 3 days prior to the commencement of structure demolition, vegetation removal, or other construction activities that could remove suitable nesting habitat. If no nesting birds are identified, no additional survey is required. If at any time an active nest is identified, the biologist shall establish suitable buffers around the nests that consider the ecology of the species present and the location of construction activities to ensure that disruption of nesting does not occur. The buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.	construction will occur during the avian nesting season (January 1 through August 31)				
4.5: Cultural Resources					
Regulatory Compliance Measure CUL-1: Unknown Archaeological Resources. In the event that archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist from the Orange County List of Qualified Archaeologists has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code (PRC). A future project applicant and its construction contractor shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. Any found deposits shall be treated in accordance with federal, State and local guidelines, including those set forth in PRC Section 21083.2. Prior to commencement of grading activities, the Director of the City of Cypress (City) Community Development Department, or designee, shall verify that all project grading and construction plans include specific requirements regarding California PRC (Section 21083.2[g]) and the treatment of archaeological resources as specified above.	During excavation, grading, or construction activities	Construction Contractor / Qualified Archaeologist from the Orange County List of Qualified Archaeologists			

Table B: Regulatory Compliance Measures

Regulatory Compliance Measures	Monitoring Milestone	Responsible Party Responsible for Monitoring	Verification of Compliance		
			Initials	Date	Remarks
Regulatory Compliance Measure CUL-2: Human Remains. In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and non-destructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City of Cypress shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. Prior to the issuance of grading permits, the Director of the City of Cypress Community Development Department, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.	During construction activities	Construction Contractor / County Coroner / Most Likely Descendant			
4.6: Energy					
The proposed project would not require any regulatory compliance measures related to energy.					
4.7: Geology and Soils					
The proposed project would not require any regulatory compliance measures related to geology and soils.					
4.8: Greenhouse Gas Emissions					
The proposed project would not require any regulatory compliance measures related to greenhouse gas emissions.					

Table B: Regulatory Compliance Measures

Regulatory Compliance Measures	Monitoring Milestone	Responsible Party Responsible for Monitoring	Verification of Compliance		
			Initials	Date	Remarks
4.9: Hazards and Hazardous Materials					
Regulatory Compliance Measure HAZ-1: Federal Aviation Regulation Title 14 Part 77. A future project applicant/developer shall notify the Federal Aviation Administration (FAA) of any proposed structure(s) that would penetrate the 100 to 1 imaginary surface that surrounds the runway at Joint Forces Training Base Los Alamitos at least 45 days prior to beginning construction.	At least 45 days prior to beginning construction of a structure that would penetrate the 100 to 1 imaginary surface that surrounds the runway at Joint Forces Training Base Los Alamitos	Future Project Applicant(s) / Developer			
4.10: Hydrology and Water Quality					
Regulatory Compliance Measure HYD-1: Construction General Permit. If construction of future projects associated with the proposed project would disturb greater than 1 acre of soil, prior to commencement of construction activities within the proposed Buildout Area, the Construction Contractor shall obtain coverage under the National Pollutant Discharge Elimination System (NPDES) *General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities*, Order WQ 2022-0057-DWQ, NPDES No. CAS000002 (Construction General Permit), or any other subsequent permit. This shall include submission of Permit Registration Documents, including permit application fees, a Notice of Intent (NOI), a risk assessment, a site plan, a Stormwater Pollution Prevent Plan (SWPPP), a signed certification statement, and any other compliance-related documents required by the permit, to the State Water Resources Control Board via the Stormwater Multiple Application and Report Tracking System (SMARTS). Construction activities shall not commence until a Waste Discharge Identification Number is obtained for the project from the SMARTS and provided to the Director of Public Works for the City of Cypress, or designee, to	Prior to commencement of construction activities	Construction Contractor			

Table B: Regulatory Compliance Measures

Regulatory Compliance Measures	Monitoring Milestone	Responsible Party Responsible for Monitoring	Verification of Compliance		
			Initials	Date	Remarks
demonstrate that coverage under the Construction General Permit has been obtained. Project construction shall comply with all applicable requirements specified in the Construction General Permit, including but not limited to, preparation of a SWPPP and implementation of construction site best management practices (BMPs) to address all construction-related activities, equipment, and materials that have the potential to impact water quality for the appropriate risk level identified for the project. The SWPPP shall identify the sources of pollutants that may affect the quality of storm water and shall include BMPs (e.g., Sediment Control, Erosion Control, and Good Housekeeping BMPs) to control the pollutants in storm water runoff. Upon completion of construction activities and stabilization of the Buildout Area, a Notice of Termination (NOT) shall be submitted via SMARTS. If construction of future projects associated with the proposed project would disturb less than 1 acre of soil, prior to commencement of construction activities within the Buildout Area, the Construction Contractor shall provide evidence that project construction would comply with Section 4.106 of the 2019 California Green Building Standards Code (CALGreen Code). Section 4.106 of the CALGreen Code requires implementation of BMPs to prevent flooding and erosion and to retain sediment on site (e.g., Sediment Control, Erosion Control, and Good Housekeeping BMPs).					
Regulatory Compliance Measure HYD-2: Construction Dewatering Permit. If groundwater dewatering is required during excavation activities, the Applicant/City shall obtain coverage under the *General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimis) Threat to Water Quality*, Order No. R8-2020-0006, NPDES No. CAG998001 (Construction Dewatering Permit). This shall include submission of a Notice of Intent (NOI) for coverage under the permit to the Santa Ana Regional Water Quality Control Board (RWQCB) at least 45 days prior to the start of dewatering. Groundwater dewatering activities shall comply with all applicable provisions in the permit, including water sampling, analysis,	During excavation activities	Construction Contractor			

Table B: Regulatory Compliance Measures

Regulatory Compliance Measures	Monitoring Milestone	Responsible Party Responsible for Monitoring	Verification of Compliance		
			Initials	Date	Remarks
treatment (if required), and reporting of dewatering-related discharges. Upon completion of groundwater dewatering activities, a Notice of Termination shall be submitted to the Santa Ana RWQCB.					
Regulatory Compliance Measure HYD-3: Orange County MS4 Permit/City Municipal Code. Prior to issuance of a grading permit for future projects associated with the proposed project, the future project Applicant shall prepare and submit a final project-specific water quality management plan (WQMP) to specify BMPs that would be implemented to capture, treat, and reduce pollutants of concern in stormwater runoff in compliance with the Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County, Order R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062 (Orange County MS4 Permit), Orange County Drainage Area Management Plan (DAMP), and the City of Cypress Local Implementation Plan (LIP). The WQMP shall also incorporate the results of the Final Hydrology and Hydraulic Analyses to demonstrate that the bioretention facilities meet the hydromodification requirements of the Orange County MS4 Permit and Chapter 13-23 of the Cypress Municipal Code. The City Engineer/Public Works Director, or designee, shall ensure that the BMPs specified in the WQMP are incorporated into the final project design of future projects associated with the proposed project.	Prior to issuance of a grading permit for future projects	Future Project Applicant(s)			
4.11: Land Use and Planning					
The proposed project would not require any regulatory compliance measures related to land use and planning.					
4.12: Mineral Resources					
The proposed project would not require any regulatory compliance measures related to mineral resources.					
4.13: Noise					
Regulatory Compliance Measure NOI-1: The construction contractor shall limit all construction-related activities to between the hours 7:00 a.m. and 8:00 p.m. on weekdays and between the hours of 9:00 a.m. and 8:00 p.m. on Saturdays. No construction shall be permitted outside of these hours or on Sundays or a federal holiday with the exception of certain construction activities that are time sensitive and	During construction activities	Construction Contractor			

Table B: Regulatory Compliance Measures

Regulatory Compliance Measures	Monitoring Milestone	Responsible Party Responsible for Monitoring	Verification of Compliance		
			Initials	Date	Remarks
require a 24-hour rotation. In those situations, a temporary use permit can be obtained from the City of Cypress' Community Development Director.					
Regulatory Compliance Measure NOI-2: Mechanical equipment, including air conditioning units in residential and non-residential zoning districts, shall be enclosed within a structure or completely screened from view from surrounding properties by the use of a fence or wall consistent with Section 3.11.100(b) of the City of Cypress Municipal Code. Additionally, prior to the issuance of building permits, a future applicant/developer shall demonstrate, to the satisfaction of the City Director of Community Development, or designee, that on-site stationary noise sources, such as air conditioners, shall not exceed City noise standards as stated within the City's Municipal Code Sections 13-68 and 13-69.	Prior to the issuance of any building permit	City of Cypress / Future Project Applicant(s)			
4.14: Population and Housing					
The proposed project would not require any regulatory compliance measures related to population and housing.					
4.15: Public Services					
Regulatory Compliance Measure PS-1: Any future projects implemented within the Buildout Area in accordance with the City of Cypress (City) Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan) would be required to coordinate with the Orange County Fire Authority (OCFA) to determine the appropriate development impact fees required to offset potential impact to OCFA staffing and service ability. Prior to the approval of such projects, the designated site developer shall enter into a Secured Fire Protection Agreement with OCFA that details the agreed-upon development impact fees required for the project.	Prior to the approval of any future project	Future Project Applicant(s)			
Regulatory Compliance Measure PS-2: Payment of School Fees. Prior to issuance of any building permits within the Buildout Area in accordance with the Specific Plan, the applicant/developer of future development projects facilitated by the proposed project shall provide proof to the Director of the City of Cypress Community Development Department, or designee, that payment of school fees to the appropriate school districts have been made in compliance with Section 65995 of the California Government Code.	Prior to issuance of any building permits	Future Project Applicant(s) / Developer			

Table B: Regulatory Compliance Measures

Regulatory Compliance Measures	Monitoring Milestone	Responsible Party Responsible for Monitoring	Verification of Compliance		
			Initials	Date	Remarks
Regulatory Compliance Measure PS-3: Dedication of Parkland and/or Payment of Park Fees. Prior to issuance of any building permits within the Buildout Area in accordance with the Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan), a future applicant/developer shall provide proof of compliance with the applicable provisions of Chapter 25 (Subdivisions), Article VI, Park and Recreational Facilities, of the City of Cypress Municipal Code.	Prior to issuance of any building permits	Future Project Applicant(s)			
4.17: Transportation					
The proposed project would not require any regulatory compliance measures related to transportation.					
4.18: Tribal Cultural Resources					
The proposed project would not require regulatory compliance measures unique to tribal cultural resources. Please see RCMs CUL-1 and CUL-2 for relevant measures in Section 4.5 above.					
4.19: Utilities and Service Systems					
Regulatory Compliance Measure UTIL-1: Construction and Demolition Ordinance. The construction contractor shall comply with the provisions of City of Cypress Ordinance No. 1166 and the 2022 California Green Building Standards Code, which would reduce construction and demolition waste. Ordinance No. 1166 is codified in Article VIII, Materials Questionnaire for Certain Construction and Demolition Projects within the City of Cypress in the Cypress Municipal Code.	During construction activities	Construction Contractor			
4.20: Wildfire					
The proposed project would not require any regulatory compliance measures related to wildfire.					

This page intentionally left blank

EXHIBIT D

Required Improvements and Other Public Benefits[1],[2],[3]

	Improvements	Responsible Party	Timing
1.	Ball Road at Moody Street (in accordance with City standards and the Traffic Study): • Add additional mast arm indications for the northbound and southbound approaches.	Property Owner or a Transferee	Complete improvements prior to the issuance of any certificate of occupancy (excluding Lot 14).
2.	Ball Road at Walker Street (in accordance with City standards and the Traffic Study): • Restripe the EB/WB approaches to provide one left-turn lane, two through lanes, and one dedicated right-turn lane. • Shift the westbound exit lanes north.	Property Owner or a Transferee	Complete improvements prior to the issuance of any certificate of occupancy for Project improvements (excluding Lot 14).
3.	Cerritos Avenue at Moody Street (in accordance with City Standards and the Traffic Study): • Widen and restripe EB approach to provide one exclusive right-turn lane. • Restripe SB approach to provide 2 lefts, 1 through, and 1 shared through/right lane.	Property Owner or a Transferee	Submit construction plans prior to issuance of any building permits for Project improvements (excluding Lots 2 and 14) and complete improvements prior to the issuance of any certificate of occupancy for Project. improvements (excluding Lots 2 and 14).

[1] Prior to the commencement of construction of any specific development project within the Project, the developer of that project, whether Property Owner or a Transferee, shall prepare and submit a transportation construction plan (TCP) to the City's Public Works Department for review and approval. The TCP shall be prepared, signed, and stamped by a California-registered civil or traffic engineer and shall be consistent with all applicable engineering standards and safety procedures, including those set forth in the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Specifications (Section 12 – Temporary Traffic Control).

[2] Any improvements not complete at time of Final Map recordation shall require agreements and improvement securities (e.g. subdivision improvement agreements) in accordance with Section 3.3.1 to ensure such improvements are completed prior to the issuance of any certificate of occupancy (excluding Lot 14).

[3] For the purposes of this Exhibit D, the term "Property Owner or a Transferee" shall mean Property Owner and/or any Transferee(s) with rights/obligations over the specific portion of Property or improvements indicated, as applicable.

	Improvements	Responsible Party	Timing
	• NB approach to provide 2 lefts, 1 through, and 1 shared/through right lane. • Modify traffic signal to provide protected phasing for the NB/SB approaches. • Construct a crosswalk on the east leg of the intersection. • Construct bike lanes on Moody Street.		
4.	Cerritos Avenue at Valley View Street (in accordance with City standards and the Traffic Study): • Modify traffic signal to provide NB right-turn and SB right-turn overlap phasing. • Modify striping to extend EB left-turn pocket storage.	Property Owner or a Transferee	Complete improvements prior to the issuance of any certificate of occupancy for Project improvements (excluding Lot 14).
5.	Vessels Circle at Walker Street (in accordance with City Standards and the Traffic Study): • Add EB right-turn overlap phasing. • Modify striping to extend NB and EB left-turn pocket storage. • Widen Vessels Circle by 10 feet on the south side. • Widen the westbound receiving lane • Modify traffic signal in conjunction with Vessels Circle widening.	Property Owner or a Transferee	Submit construction plans prior to issuance of any building permits for Project improvements (excluding Lots 2 and 14) and complete improvements prior to issuance of any certificate of occupancy for Project improvements (excluding Lots 2 and 14).
6.	Vessels Circle at Moody Street (in accordance with City standards and the Traffic Study): • Install traffic signal. • Modify NB approach to provide 1 left, 2 throughs, 1 right.	Property Owner or a Transferee	Submit construction plans prior to issuance of any building permits for Project improvements (excluding Lots 2 and 14) and complete improvements prior to issuance of any certificate of occupancy for Project

	Improvements	Responsible Party	Timing
	• Modify SB approach to provide 1 left, 1 through, 1 through/right. • Modify WB approach to provide 1 left, 1 through, 1 right. • Modify EB approach to provide 1 left, 1 through/right. • Provide bike facilities on both Moody Street and Vessels Circle.		improvements (excluding Lots 2 and 14)
7.	Complete and render operational stormwater detention basin and pump station consistent with the Master Plan of Drainage and City standards on Lot 8 or at another location approved by the City.	Property Owner or a Transferee	Prior to the demolition of storm drainage features and improvements on the Property that currently accommodate drainage from Lot 9 of VTTM 19247.
8.	Design, prepare and obtain approval for construction plans and thereafter construct and render operational the Lots 5/6 Detention Basin and the Pump Station consistent with the Master Plan of Drainage and City standards for public facilities. The Lots 5/6 Detention Basin shall be privately owned, operated and maintained. The Pump Station shall be City owned, maintained and operated. The Pump Station Assessment District will fund the maintenance, operation, repair and future replacements of the Pump Station. Grant easement(s) to the City for the use, access, operation and maintenance of the Pump Station.	Property Owner or a Transferee	Prior to issuance of any certificate of occupancy for any Project improvements on Lots 3, 4 or 7 or the extended portion of Moody Street, provided that the completion of this work prior to the completion of the Moody Street extension shall not be required if the City approves, and Property Owner or a Transferee constructs, a temporary detention basin in accordance with City standards and approved by the City that prevents flooding of the Moody Street extension.
9.	Complete Moody Street and Vessels Circle street improvements in accordance with and consistent with VTTM	Property Owner and/or a Transferee	Prior to issuance of any certificate of occupancy for Project improvements (excluding Lots 2 and 14).

	Improvements	Responsible Party	Timing
	19247, the Traffic Study, and City standards: • Pavement, sidewalk, curb and gutter. • Widen Vessels Circle to the 62-foot-wide right-of-way. • Sewer and storm drain. • Striping, signage, bike facilities and traffic control devices. • Landscaped parkway, medians, street trees, irrigation. • Street lighting. • Water quality treatment devices.		
10.	Complete Lexington Drive Street widening per City standards (from Cerritos Ave to south property line of Lot 2): • Pavement, sidewalk, curb and gutter. • Landscaped parkway, street trees and irrigation. • Storm drain. • Street lighting. • Striping, signage and traffic control devices. • Utility relocations (by others). • Obtain any and all necessary permits from the City of Los Alamitos – see Item 20.	Property Owner or a Transferee	Prior to issuance of any certificate of occupancy for Project improvements on Lot 2.

	Improvements	Responsible Party	Timing
11.	Design and construct trails/greenways and or walkways connecting Lots 2, 3, and 4 to provide pedestrian and bicycle access to the Moody Street extension. Reciprocal access agreements, or other instrument acceptable to the City, shall provide and maintain public access for bike paths/facilities.	Property Owner or a Transferee	Plans for the trails/greenways and or walkways shall be included with the site plan review submittals for Lots 2, 3 and 4 or portions thereof. Construction of the improvements shall be completed with respect to each such Lot or portion thereof prior to issuance of any certificate of occupancy for Project improvements on such Lot. Property Owner and/or Transferee(s) of Lots 2, 3 and 4 or portions thereof shall coordinate, to the extent feasible, the design, alignment, and construction of the trails/walkways and greenways to ensure continuous, functional connections across lot boundaries, to the satisfaction of the City.
12.	Construct park improvements for Lots 5/6 Park and receive final acceptance from the City pursuant to Section 6.4 of this Agreement.	Property Owner or a Transferee	Prior to issuance of any certificate of occupancy for any Project improvements on Lots 3, 4 or 7.

Other Action Items

	Action	Responsible Party	Timing
13.	Provide, in a form acceptable to the City, irrevocable offers to dedicate Moody Street and Vessels Circle extensions,	Property Owner	With respect to the portion of Moody Street that will be extended in connection with the development of Lot 14, include an offer to

	Action	Responsible Party	Timing
	and land for widening of Lexington Drive.		dedicate with the final map that corresponds with Tentative Tract Map No. 19413 ("**TTM 19413**"). With respect to the balance of this requirement, include offers to dedicate in the "A" final map for VTTM 19247.
14.	With respect only to the proposed project on Lot 14, grant easements, in a form acceptable to the City, for sewer and storm drain utilities on Moody Street prior to acceptance of street dedications. Property Owner or the applicable Transferee shall maintain and operate all public utilities until improvements are accepted by the City and the easements have been recorded.	Property Owner or a Transferee	Prior to issuance of any certificate of occupancy for Project improvements on Lot 14.
15.	Establish a new maintenance agreement, amend the existing maintenance agreement, or otherwise provide documentation acceptable to the City confirming that the existing maintenance obligations under the Grant of Easements and Maintenance Agreement recorded on March 10, 2022 as Instrument No. 2022000094489 in the Official Records will remain in effect for the maintenance of the Moody Street frontage along 5155 and 5233 Katella Avenue and ensuring the continuing maintenance obligation with Shea after the	Property Owner	Within 90 days after recordation of the final map and prior to City's acceptance of the Moody Street dedication.

	Action	Responsible Party	Timing
	City's acceptance of the public roadway dedication.		
16.	Establish Maintenance Covenant(s) in accordance with Section 6.3 of this Agreement.	Property Owner or a Transferee	See Section 6.3 of this Agreement.
17.	Apply for the formation of a Pump Station Assessment District to fund the maintenance, operation, repair and future replacements of the Pump Station on Lots 5/6 in VTTM 19247.	Property Owner	Within 90 days after recordation of the final map.
18.	Provide the Easement Termination to the City in accordance with Section 6.6 of this Agreement.	Property Owner	Within 90 days, or as other mutually agreed upon timeframe, after the full closure of Los Alamitos Race Course.
19.	Property Owner and Cottonwood Christian Center, Inc. or its successor in interest shall execute and record an amendment to that certain Easement Agreement recorded on January 7, 2007 as Instrument No. 2007000031992 in the Official Records, to clarify that the "Easement" granted therein by Cottonwood in favor of Property Owner includes the right to discharge stormwater from Lots 3 and 4 of VTTM 19247 into the private "Improvements" on Cottonwood's property (*i.e.*, a 48" private storm drain), in a form acceptable to the City.	Property Owner	Prior to the issuance of any construction permits for any Project improvements on Lot 3 or 4.
20.	Obtain approval from the City of Los Alamitos for the proposed storm drain connection at Lexington Drive for Lot 2.	Property Owner or a Transferee	Prior to the earlier of (a) the issuance of any permits for Project improvements on or for Lot 2 or (b) the

	Action	Responsible Party	Timing
			recordation of a "B" final map for Lot 2.
21.	For Lot 14, provide an irrevocable offer to dedicate Moody Street frontage, 14' wide, in a form acceptable to the City.	Property Owner or a Transferee	At the time of recordation of a "B" final map for Lot 14 with respect to TTM 19413.
22.	Comply with Final EIR Mitigation Measures	Property Owner or a Transferee	As described in the MMRP.
23.	Provide to the City an inventory of the existing trees on the Property (other than on Lot 14) that will be replaced at a 1:1 ratio in accordance with the Specific Plan, it being understood that the replacement trees may be located anywhere on the Property.	Property Owner	Prior to demolition of the LARC improvements (other than improvements on Lot 14).
24.	Property Owner and Grace Church shall execute and record an amendment to that certain Declaration of Drainage Easement recorded on November 12, 2010 as Instrument No. 2010000604617 in the Official Records, to clarify that (1) the stormwater drainage for Lots 8 and 9 of VTTM 19247 will no longer flow to the Property, (2) Property Owner or a Transferee will construct a new detention basin/pump station for that purpose on Lot 8 or another location approved by the City and (3) Grace Church shall be responsible for the operation and maintenance of such drainage improvements.	Property Owner	Prior to the demolition of storm drainage features and improvements on the Property that currently accommodate drainage from Lot 9 of VTTM 19247 to the Property, and issuance of any permits for the construction of the new detention basin/pump station.

	Action	Responsible Party	Timing
25.	Either (a) pay the Deferred Amount to the City with respect Lots 2, 3, 4, 7, 10, 11, 12, 13 and 14 or (b) transfer fee title to Lot 1 in VTTM 19247 to the City in accordance with Section 5.2 of this Agreement.	Property Owner	See Section 5.2 of this Agreement.
26.	Identify the location of the Floating Park Space.	Property Owner or a Transferee	Pursuant to Section 6.9 of this Agreement.
27.	Complete merger of Lots 5/6 of VTTM 19247.	Property Owner or a Transferee	Pursuant to Section 6.7 of this Agreement.
28.	Complete merger or lot tie of Lots 8 and 9.	Property Owner or a Transferee	Pursuant to Section 6.8 of this Agreement.

EXHIBIT E

Current Development Impact Fee Schedule

Community Development
Park Development Fee: $23,421 per unit subject to the Quimby Act

Public Works

Citywide Traffic Improvement Fees

	Commercial - Retail	
193	Shopping Center - Less than 50,000 SF	$1.81 per SF - Includes 50% Passby Credit
194	Shopping Center - 100,000 SF	$1.67 per SF - Includes 40% Passby Credit
195	Shopping Center - 200,000 SF	$1.54 per SF - Includes 30% Passby Credit
196	Shopping Center - 300,000 SF	$1.40 per SF - Includes 25% Passby Credit
197	Restaurant - Fast Food w/ Drive-Through	$18.81 per SF - Includes 40% Passby Credit
198	Restaurant - Fast Food w/o Drive-Through	$16.43 per SF - Includes 40% Passby Credit
199	Restaurant - High Turnover (Family)	$8.18 per SF - Includes 25% Passby Credit
200	Restaurant - Quality (Dinner House)	$2.62 per SF - Includes 10% Passby Credit
201	Hotel	$409 per Room
202	Motel	$409 per Room
203	Discount Store (Freestanding)	$1.35 per SF
204	Hardware/ Paint Store	$2.03 per SF
205	New Car Sales	$1.56 per SF
	Residential	
206	Single Family (Low Density)	$595 per DU
207	Low Rise Condo/ Townhome (Medium Density)	$508 per DU
208	Low Rise Apartment (High Density)	$358 per DU
209	Retirement Community	$154 per DU
210	Elderly Housing (Attached)	$44 per DU
	Office - Industrial	
211	General Office - Less than 50,000 SF	$1.52 per SF
212	General Office - 100,000 SF	$1.28 per SF
213	General Office - 200,000 SF	$1.09 per SF
214	General Office - 400,000 SF	$0.92 per SF
215	General Office - 600,000 SF	$0.84 per SF
216	General Office - 800,000 SF or greater	$0.78 per SF
217	Single Tenant/ Corporate Office	$1.20 per SF
218	Research & Development	$0.79 per SF
219	Warehouse	$0.44 per SF
220	Light Industrial	$0.65 per SF
221	Manufacturing	$0.52 per SF

Regional Traffic Improvement Fees

	Commercial - Retail	
222	Shopping Center - Less than 50,000 SF	$0.16 per SF - Includes 50% Passby Credit
223	Shopping Center - 100,000 SF	$0.15 per SF - Includes 40% Passby Credit
224	Shopping Center - 200,000 SF	$0.13 per SF - Includes 30% Passby Credit
225	Shopping Center - 300,000 SF	$0.12 per SF - Includes 25% Passby Credit
226	Restaurant - Fast Food w/ Drive-Through	$1.64 per SF - Includes 40% Passby Credit
227	Restaurant - Fast Food w/o Drive-Through	$1.43 per SF - Includes 40% Passby Credit
228	Restaurant - High Turnover (Family)	$0.71 per SF - Includes 25% Passby Credit
229	Restaurant - Quality (Dinner House)	$0.22 per SF - Includes 10% Passby Credit
230	Hotel	$36 per Room
231	Motel	$36 per Room
232	Discount Store (Freestanding)	$0.12 per SF
233	Hardware/ Paint Store	$0.18 per SF
234	New Car Sales	$0.14 per SF
	Residential	
235	Single Family (Low Density)	$52 per DU
236	Low Rise Condo/ Townhome (Medium Density)	$44 per DU
237	Low Rise Apartment (High Density)	$31 per DU
238	Retirement Community	$13.46 per DU
239	Elderly Housing (Attached)	$3.85 per DU
	Office - Industrial	
240	General Office - Less than 50,000 SF	$0.13 per SF
241	General Office - 100,000 SF	$0.11 per SF
242	General Office - 200,000 SF	$0.10 per SF
243	General Office - 400,000 SF	$0.08 per SF
244	General Office - 600,000 SF	$0.07 per SF
245	General Office - 800,000 SF or greater	$0.06 per SF
246	Single Tenant/ Corporate Office	$0.11 per SF
247	Research & Development	$0.07 per SF
248	Warehouse	$0.04 per SF
249	Light Industrial	$0.06 per SF
250	Manufacturing	$0.05 per SF

EXHIBIT F

Deferred Park Fee Repayment Schedule

Lot Number	Max. Number of Permitted Units	Ratio of Development	Required Park Supplement*
2	404	23%	$225,986
3	269	15%	$150,471
4	141	8%	$78,871
7	309	17%	$172,846
10	29	2%	$16,222
11	51	3%	$28,528
12	257	14%	$143,759
13	200	11%	$111,874
14	131	7%	$73,278
TOTAL	**1791**	**100%**	**$1,001,835**

***** The Required Park Supplement amounts for shall be paid to the City prior to the recordation of a final map for the corresponding lot. For example, $225,986 shall be paid to the City prior to the recordation of the final map for Lot Number 2.

EXHIBIT G

Form of Certificate of Compliance

[See Following 3 Pages]

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:
City of Cypress
5275 Orange Avenue
Cypress, CA 90630
Attn: City Manager

EXEMPT FROM RECORDING FEES PER GOVERNMENT CODE §§6103, 27383

Space above this line for recorder's use

CERTIFICATE OF COMPLIANCE OF
DEVELOPMENT AGREEMENT OBLIGATIONS

This Certificate Of Compliance of Development Agreement Obligations ("**Certificate**"), dated as of _____, is executed by the CITY OF CYPRESS, a charter city and municipal corporation ("**City**"), in favor of _____, a _____ ("/////**Property Owner**/////**Developer**/////"), a current party to that certain Development Agreement dated as of July ___, 2026, by and among City, on the one hand, and LOS ALAMITOS RACE COURSE, a California general partnership ("LARC"), and CYPRESS GC, LLC, a California limited liability (collectively, "Property Owner"), on the other hand, and recorded on _____, 2026 as Instrument No. _____ in the Official Records of Orange County, California (as the same may have been amended or supplemented from time to time, the "**Development Agreement**"), with reference to the following facts and circumstances:

RECITALS

A. The Development Agreement relates to the property described in Exhibit A thereto and depicted on Exhibit B thereto (the "**Development Agreement Property**"). This Certificate relates to a portion or portions of the Development Agreement Property legally described in Attachment 1 attached hereto and incorporated herein by this reference. Capitalized terms used herein without definition shall have the meanings ascribed to them in the Development Agreement.

B. Pursuant to Section 4.3 of the Development Agreement, City is required to furnish to Property Owner and/or any applicable Transferee(s), in a form suitable for recordation, a certificate of compliance, substantially in the form of this Certificate, upon completion of an annual or special review pursuant to Section 4 of the Development Agreement if the applicable City decision-making body has determined that the Property Owner and/or any applicable Transferee(s) is in good-faith compliance with the applicable provisions of the Development Agreement.

C. /////Property Owner/////Developer///// has requested that the City execute and acknowledge this Certificate with respect to a _____ review that the _____ completed on _____ (the "**Review**").

NOW, THEREFORE, City hereby certifies that, based on the Review, as follows:

1. /////Property Owner/////Developer///// is in good-faith compliance with the provisions of the Development Agreement.

2. The Development Agreement remains in full force and effect.

3. Nothing contained in this Certificate shall be deemed or construed to modify any provisions of the Development Agreement.

IN WITNESS WHEREOF, City has executed and issued this Certificate as of the date first above written.

"City":

CITY OF CYPRESS, a charter city and municipal corporation

By: _____
Name: _____
Title: _____

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Orange)

On _____, before me, _____, a Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____

EXHIBIT H

Form of Easement Termination

(See Following 6 Pages)

RECORDING REQUESTED BY, AND
WHEN RECORDED RETURN TO:

Sheppard, Mullin, Richter & Hampton LLP
350 S. Grand Avenue, 43th Floor
Los Angeles, California 90071-3460
Attention: Jack H. Rubens, Esq.

SPACE ABOVE THIS LINE FOR RECORDER'S USE

TERMINATION OF EASEMENT AGREEMENT

This Termination of Easement Agreement ("Agreement"), dated as of _____, 20__, is executed by and between the CYPRESS RECREATION & PARK DISTRICT, a California special district (the "District"), on the one hand, and LOS ALAMITOS RACE COURSE, a California general partnership, and CYPRESS GC, LLC, a California limited liability company (collectively, "Property Owner"), on the other hand, with reference to the following facts:

RECITALS

A. The District and Property Owner are parties to that certain Easement Agreement (the "Easement Agreement") dated as of May 23, 2018, and recorded on March 31, 2018 as Document No. 2018000198493 in the Official Records of Orange County, California"), pursuant to which the District granted to Property Owner a non-exclusive easement for pedestrian, equestrian and vehicular ingress and egress over a portion of its property that was subsequently improved with Lexington Park.

B. The District and Property Owner desire to terminate the Easement Agreement on the terms set forth below.

NOW, THEREFORE, the District and Property Owner hereby agree as follows:

AGREEMENT

1. Termination of Agreement. The Easement Agreement is hereby terminated and has no further force or effect.

2. Further Assurances. The District and Property Owner shall each execute and deliver to the other all documents, and shall take all actions, reasonably required by any other party hereto from time to time to confirm or effect the matters set forth herein or otherwise to carry out the purposes of this Agreement.

3. Binding on Successors. This Agreement shall be binding on and inure to the benefit of the successors in interest and assigns of the parties hereto.

4. Governing Law. This Agreement shall be governed by, interpreted under, and construed and enforceable in accordance with, the laws of the State of California.

5. Counterparts. This Agreement may be executed in one or more counterparts, all of which, when taken together, shall constitute a single instrument.

IN WITNESS WHEREOF, the parties hereto have duly executed this Agreement as of the date first above written.

"District":

CYPRESS RECREATION & PARK DISTRICT,
a California special district

By_____
_____,
_____

"Property Owner":

LOS ALAMITOS RACE COURSE, a California general partnership

By: Los Alamitos Racing Association, a California corporation, a general partner

By_____
Edward C. Allred,
President

By_____
Cathleen Allred,
Secretary

By: Quarter Horse Racing, Inc., a California corporation, a general partner

By_____
Edward C. Allred,
Chief Executive Officer

By_____
Cathleen Allred,
President and Secretary

"Cypress GC":

CYPRESS GC, LLC,
a California limited liability company

By_____
Edward C. Allred,
Managing Member

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
)
COUNTY OF ORANGE)

On _____, 20___, before me, _____, a Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument, and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Notary Public

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
)
COUNTY OF ORANGE)

On _____, 20___, before me, _____, a Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument, and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Notary Public

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
)
COUNTY OF ORANGE)

On _____, 20___, before me, _____, a Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument, and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Notary Public

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Orange)

On _____, 2026, before me, _____, a Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Orange)

On _____, 2026, before me, _____, a Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Orange)

On _____, 2026, before me, _____, a Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____

Entry corner monumentation

CERRITOS AVENUE

DETENTION BASIN

Proposed landscape to match existing landscape and enhanced sidewalk

MOODY STREET

Enhanced landscape.
Natural gray / top cast finish concrete sidewalk

VESSELS CIRCLE

WALKER STREET

Proposed landscape to match existing landscape and enhanced sidewalk

Existing Palm Trees in median to remain - California Friendly. Water - Wise landscape understory proposed

MOODY STREET

Entry median monumentation

Existing landscape and enhanced sidewalk

KATELLA AVENUE

SIBONEY STREET

California Friendly - Water-Wise Landscape With Permeable Paving





The Commons

Los Alamitos Race Course (LARC)

NORTH

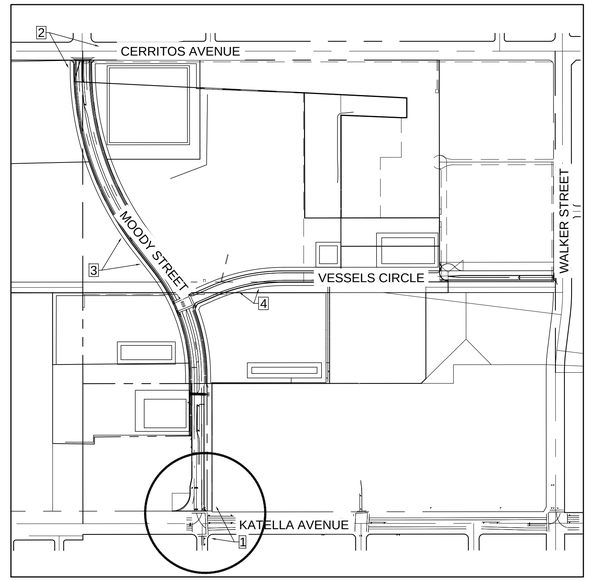
SCALE: N.T.S.

FORMA

May 2026

S:\clients\cypress_gc_llc_2132\2132003\06_landscape_cad\s_street\1_concept\sheets





KEYMAP - NOT TO SCALE

NORTH

The Commons

Los Alamitos Race Course (LARC)

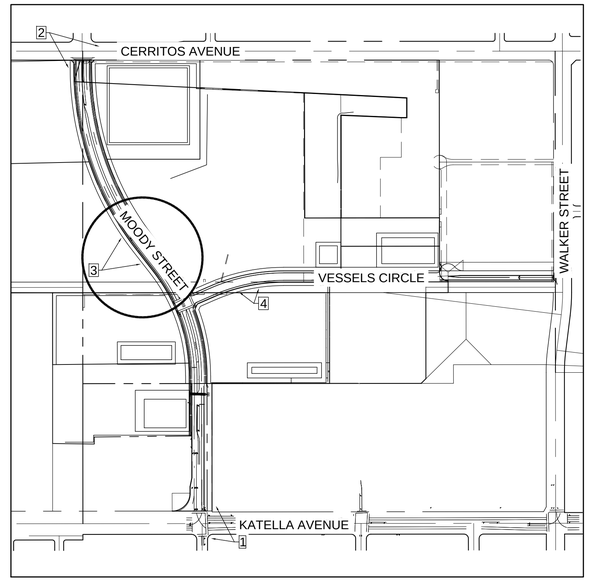
Moody Street and Katella Avenue Median Monument

FORMA

May 2026

S:\clients\cypress_gc_llc_2132\2132003\06_landscape_cad\s_street\1_concept\sheets





KEYMAP - NOT TO SCALE

NORTH

The Commons

Los Alamitos Race Course (LARC)

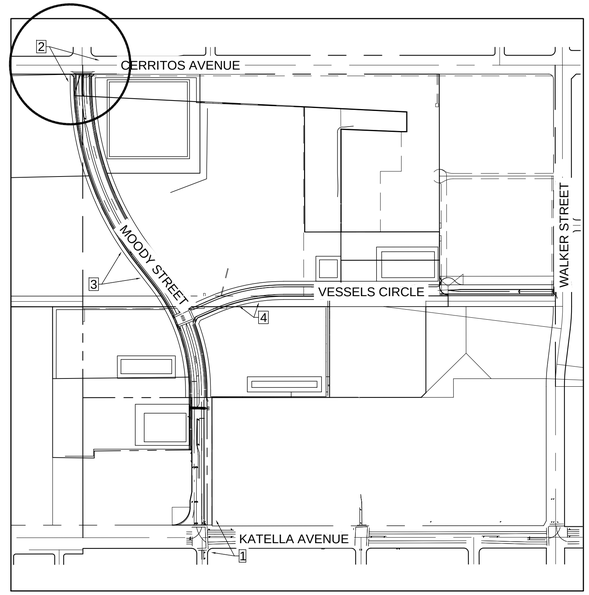
Moody Streetscape

FORMA

May 2026

S:\clients\cypress_gc_llc_2132\2132003\06_landscape_cad\s_street\1_concept\sheets





KEYMAP - NOT TO SCALE

NORTH

The Commons

Moody Street and Cerritos Avenue Corner Monument

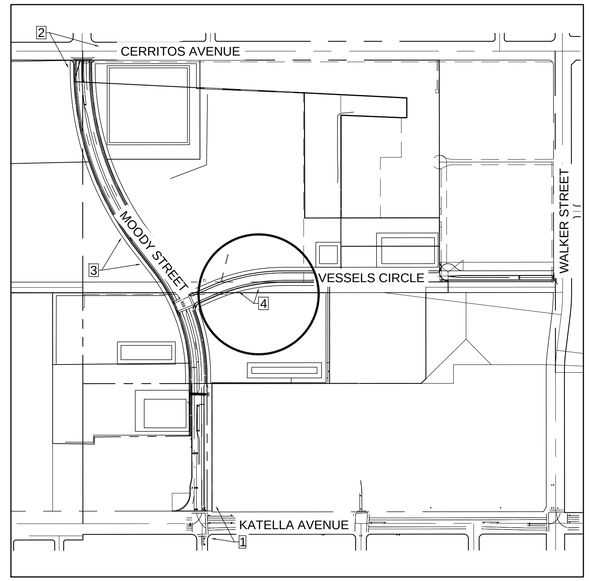
Los Alamitos Race Course (LARC)

FORMA

May 2026

S:\clients\cypress_gc_llc_2132\2132003\06_landscape_cad\s_street\1_concept\sheets





KEYMAP - NOT TO SCALE

NORTH

The Commons

Los Alamitos Race Course (LARC)

Vessels Streetscape

FORMA

May 2026

S:\clients\cypress_gc_llc_2132\2132003\06_landscape_cad\s_street\1_concept\sheets

Traffic Study

for:

Cypress Specific Plan 3.0 Buildout Project

In the City of Cypress

January 2026

Kimley»Horn

APPROVED

Traffic Engineer
City of Cypress

TRAFFIC STUDY
CYPRESS SPECIFIC PLAN 3.0 BUILDOUT PROJECT

IN THE
CITY OF CYPRESS

Prepared for:

Los Alamitos Race Course

Prepared by:

Kimley-Horn and Associates, Inc.
1100 W. Town and Country Road, Suite 700
Orange, CA 92868

January 2026

APPROVED
Traffic Engineer
City of Cypress

TRAFFIC STUDY
CYPRESS SPECIFIC PLAN 3.0 BUILDOUT PROJECT

TABLE OF CONTENTS

Page

INTRODUCTION 1
PROJECT DESCRIPTION 1
ANALYSIS SCENARIOS AND METHODOLOGY 5
Analysis Scenarios 5
Analysis Methodology 5
Signalized Intersections Analysis – Intersection Capacity Utilization (ICU) Methodology 6
Intersections Analysis – Highway Capacity Manual (HCM) Methodology 6
Thresholds of Deficiency 9
EXISTING CONDITIONS 10
Existing Roadway System 10
Existing Peak Hour Traffic Volumes 11
Existing Peak Hour Traffic Conditions 12
Project Trip Distribution and Assignment 25
EXISTING PLUS PROJECT CONDITIONS 25
Existing Plus Project Peak Hour Analysis (With Moody Street Extension) 34
FUTURE CONDITIONS 39
Buildout Year 2038 Traffic Forecasts 39
Ambient Growth 39
Cumulative Projects 39
Buildout Year 2038 without Project Conditions 44
Buildout Year 2038 with Project Conditions 44
PROPOSED IMPROVEMENTS 56
SIGNAL WARRANT ANALYSIS 66
LEFT-TURN PHASING ANALYSIS 67
The 100,000 Rule of Thumb 68
LEFT-TURN QUEUING ANALYSIS 70
CONSTRUCTION TRAFFIC 81
ORANGE COUNTY CONGESTION MANAGEMENT PROGRAM (CMP) 85
MELIA HOMES PROJECT TRAFFIC ANALYSIS 91
SUMMARY OF FINDINGS AND CONCLUSIONS 96

LIST OF FIGURES

Figure 1 – Vicinity Map....2
Figure 2 – Buildout Area....3
Figure 3 – Existing Lane Configuration and Traffic Control....13
Figure 4 – Existing Peak Hour Traffic Volumes....15
Figure 5 – Existing Peak Hour Traffic Volumes (With Extension)....17
Figure 6 – Project Trip Distribution Assumptions....26
Figure 7 – Project-Related Peak Hour Traffic Volumes....28
Figure 8 – Internal Capture Traffic Volumes....30
Figure 9 – Pass-by Traffic Volumes....31
Figure 10 – Moody Street at Cerritos Avenue Concept Plan....32
Figure 11 – Moody Street at Vessels Circle Concept Plan....33
Figure 12 – Existing Plus Project Peak Hour Traffic Volumes....35
Figure 13 – Location of Cumulative Projects....40
Figure 14 – Cumulative Projects Peak Hour Traffic Volumes....42
Figure 15 – Buildout Year 2038 Without Project Peak Hour Traffic Volumes....46
Figure 16 – Buildout Year 2038 With Project Peak Hour Traffic Volumes....50
Figure 17 – Future Lane Configuration and Traffic Control....52
Figure 18 – Ball Road and Moody Street Proposed Improvement (Northbound and Southbound Direction)....60
Figure 19 – Ball Road and Walker Street Proposed Improvements Concept Plan....61
Figure 20 – Cerritos Avenue and Walker Street Proposed Improvements Concept Plan....62
Figure 21 – Cerritos Avenue and Valley View Street Concept Plan....63
Figure 22 – Vessels Circle and Walker Street Proposed Improvements Concept Plan....64
Figure 23 – Katella Avenue at Siboney Street Proposed Improvements....65
Figure 24 – City of Cypress Truck Routes....82
Figure 25 – City of Los Alamitos Truck Routes....83
Figure 26 – City of Garden Grove Truck Routes....84
Figure 27 – County of Orange CMP Highway System....87
Figure 28 – CMP Study Area Determination....88
Figure 29 – OC CMP Traffic Volumes....90
Figure 30 – Melia Project Trip Distribution and Traffic Volumes....93

LIST OF TABLES

Table 1 – Summary of Peak Hour Intersection Operation – Existing Conditions (HCM) 19
Table 2 – Summary of Peak Hour Intersection Operation – Existing Conditions With Moody Extension (HCM) 21
Table 3 – Summary of Project Trip Generation 24
Table 4 – Summary of Peak Hour Intersection Operation – Existing Plus Project Conditions 37
Table 5 – Summary of Cumulative Projects Trip Generation 41
Table 6 – Summary of Peak Hour Intersection Operation – Buildout Year 2038 Without Project 48
Table 7 – Summary of Peak Hour Intersection Operation – Buildout Year 2038 With Project 54
Table 8 – Summary of Intersection Operation – Proposed Improvements 59
Table 9 – Summary of Left-Turn Queuing Analysis 72
Table 10 - OC CMP Intersections – Summary of Peak Hour Intersection Operation 89
Table 11 – Melia Homes Summary of Peak Hour Intersection Operation 94
Table 12 – Melia Homes Project Trip Generation 95

APPENDICES

Appendix A – Existing Peak Hour Traffic Data Collection Sheets
Appendix B – Intersection Analysis Worksheets
Appendix C – OCTAM Model Plots and B-Turns Worksheets
Appendix D – Project Trip Distribution by Lot
Appendix E – Internal Capture Worksheet
Appendix F – Signal Warrant Worksheets
Appendix G – Melia Homes Additional Traffic Analysis Worksheets

TRAFFIC STUDY
FOR PROPOSED
CYPRESS SPECIFIC PLAN 3.0 BUILDOUT PROJECT
IN THE CITY OF CYPRESS

INTRODUCTION

This traffic study has been prepared to address the non-CEQA traffic-related issues associated with the proposed Cypress Specific Plan 3.0 Buildout Project (Project), consisting of a variety of residential and non-residential uses. The project site is located in the City of Cypress (City).

This report satisfies the traffic impact study requirements established by the City of Cypress Transportation Operational Assessment Guidelines dated April 2023 (Cypress Transportation Guidelines), the Circulation Element of the City of Cypress General Plan (Cypress Circulation Element), the Mobility and Circulation Element of the City of Los Alamitos General Plan (Los Alamitos Circulation Element), and the County of Orange Congestion Management Program (CMP).

PROJECT DESCRIPTION

The project site includes approximately 134 acres of land (Buildout Area) that is governed by the Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan) approved by City voters in November 2024. The Buildout Area is shown in its regional setting on **Figure 1**.

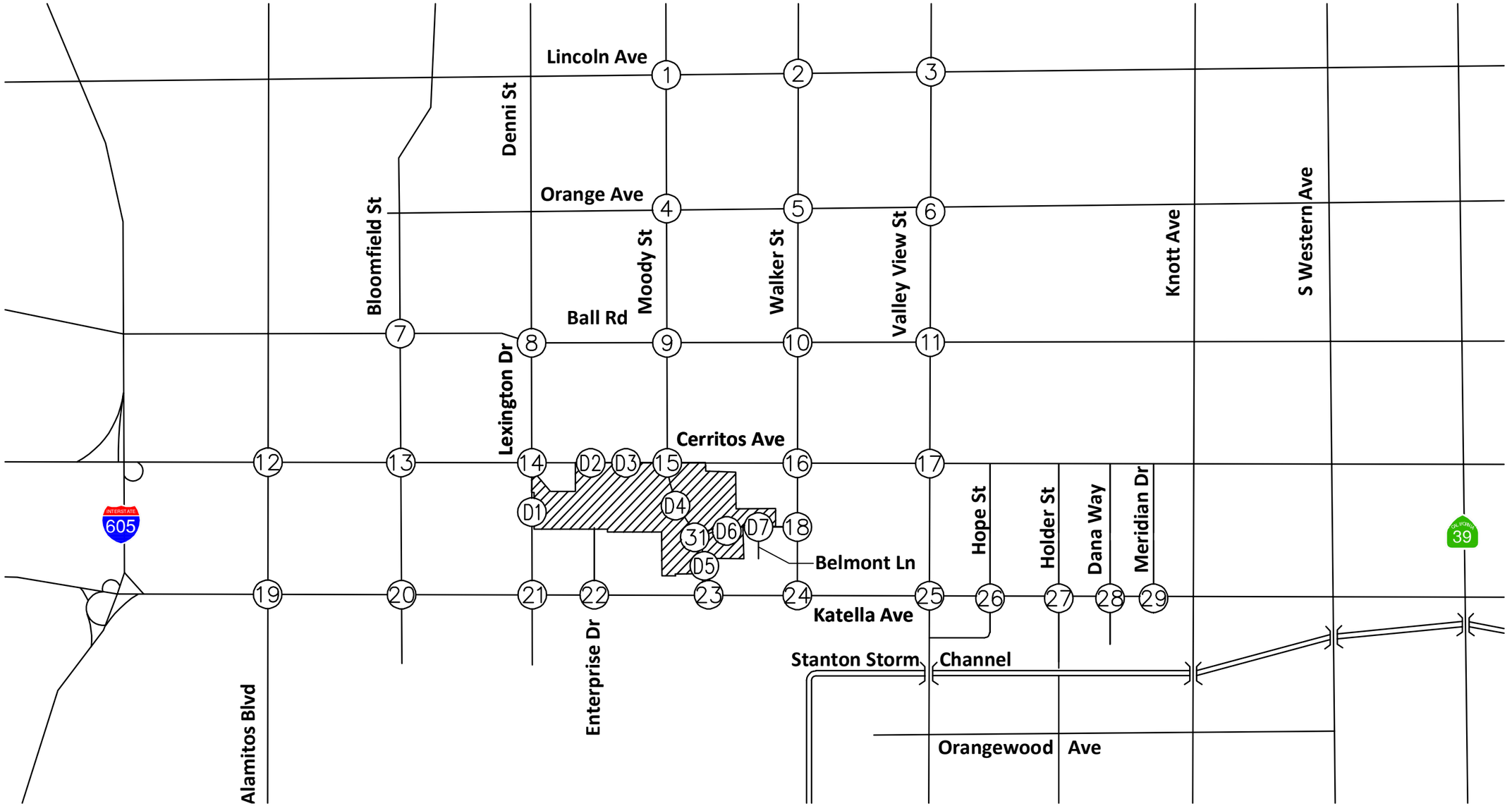
The Specific Plan permits the development of a maximum of 1,791 residential units within the Buildout Area. With respect to non-residential development, the Specific Plan permits an aggregate maximum of approximately 874,354 square feet of non-residential floor area within the Buildout Area. However, based on current and reasonably foreseeable future market conditions, the applicant expects that a substantial portion of the non-residential development allowed under the Specific Plan will not be developed. Therefore, this study assesses anticipated traffic for only 440,000 square feet of non-residential floor area, which is approximately 50% of the maximum non-residential floor area permitted under the Specific Plan. Supplemental traffic analyses for individual development projects will be prepared and submitted to the City for approval if and to the extent non-residential development that exceeds 440,000 square feet is proposed within the Buildout Area. The City's acceptance of this traffic study does not constitute a determination in regard to (1) level-of service or other transportation deficiencies caused by the development of non-residential floor area permitted by the Specific Plan in the Buildout Area that exceeds 440,000 square feet or (2) any potential additional transportation improvements that may potentially be required as a result of non-residential development in excess of 440,000 square feet.

The proposed residential and non-residential development includes:

- Single-Family Attached Housing – 269 Dwelling Units
- Single-Family Detached Housing – 141 Dwelling Units
- Senior/Multi-Family Housing (Low-Rise) – 532 Dwelling Units
- Multi-Family Housing (Low-Rise) – 338 Dwelling Units
- Multi-Family Housing (Mid-Rise) – 511 Dwelling Units
- 440,000 square feet of non-residential floor area (commercial/retail land uses).

The Buildout Area is shown on **Figure 2**.

NOT TO SCALE



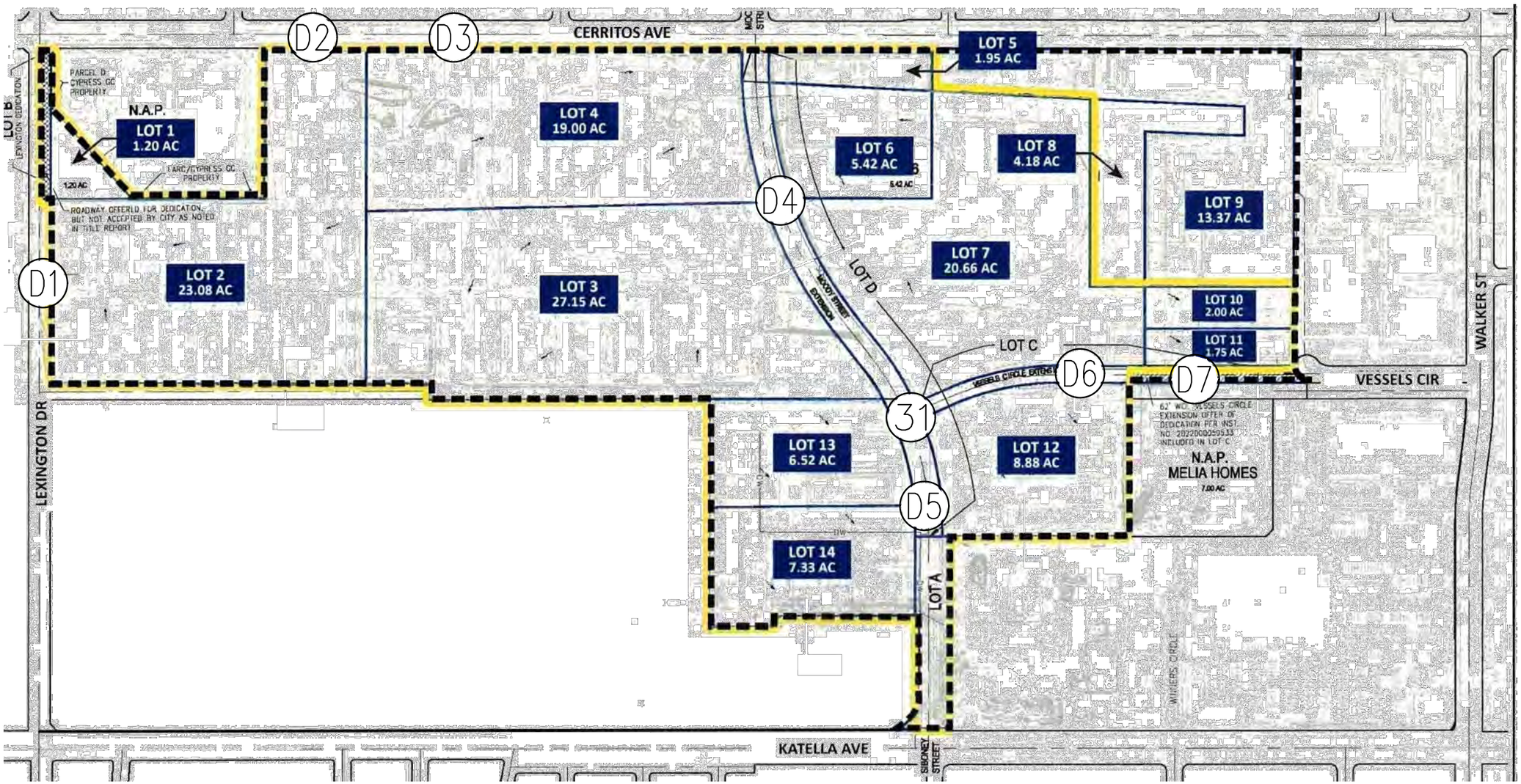
LEGEND:

= Buildout Area

FIGURE 1
VICINITY MAP

Kimley»Horn

NOT TO SCALE



Source: NOP of DEIR - LSA, TAIT & Associates

LEGEND:

= Buildout Area

= Project Driveway

FIGURE 2
BUILDOUT AREA

Kimley»Horn

Proposed Onsite Traffic Improvements and Project Access

As shown on **Figure 2**, the Project includes the following traffic improvements to the public street system to provide access to the Buildout Area:

- Moody Street would be extended southward from Cerritos Avenue and connect to the existing Siboney Street. This is referred to herein as the "Moody Street extension."

- The western terminus of Vessels Circle would be extended to intersect with the Moody extension. This is referred to herein as the "Vessels Circle extension."

The Project is anticipated to have one driveway access point along Lexington Drive, two driveway access points along Cerritos Avenue, two driveway access points along the Moody Street extension and two driveway access points along Vessels Circle. These driveways will be unsignalized, and will allow all movements. The spacing between the proposed driveways along Cerritos Avenue, as required by the City, will be 300 feet or greater from each other and from the existing intersections. The preliminary locations of the proposed driveway access points are identified in **Figure 2**. The final locations of the project driveway access points will be subject to approval by the City if substantially inconsistent with the preliminary locations.

The signalized intersection of Moody Street at Cerritos Avenue and the future intersection of Moody Street at Vessels Circle will also facilitate project traffic to and from the Buildout Area, including on-site circulation, and are design features of the Project. Within the Buildout Area, the Moody Street extension has been evaluated with two travel lanes in each direction and the Vessels Circle extension with one travel lane in each direction and a two-way left-turn lane.

ANALYSIS SCENARIOS AND METHODOLOGY

Analysis Scenarios

This traffic analysis evaluates weekday morning and evening peak hour operations for the following scenarios:

- Existing Conditions
- Existing Plus Project Conditions
- Buildout Year 2038 without Project
- Buildout Year 2038 with Project

Analysis Methodology

The analysis focuses on the Project's off-site traffic-related impacts and addresses the Project's peak-hour impacts at 30 existing study intersections, one new unsignalized intersection, and seven project driveway intersections. The following performance criteria and analysis methodologies were used to assess the traffic operations of the study intersections according to each Agency's adopted traffic analysis guidelines.

Performance Criteria

As set forth in the Cypress Circulation Element, the City of Cypress Level of Service standard for acceptable intersection operation is Level of Service D, except at intersections along Valley View Street, Lincoln Avenue, and Katella Avenue. These arterials carry a significant amount of regional through traffic and, as such, the Circulation Element has adopted Level of Service E as the acceptable standard for intersections along these three arterials.

The Los Alamitos Circulation Element, Policy 1.4 (Level of Service), states the following:

> Maintain a Level of Service (LOS) "D" or better along all City arterials and at intersections during peak hours, with the following exceptions:
>
> A. There is a desire to prioritize pedestrians and/or bicyclists over vehicles
> B. Insufficient ROW exists
> C. The intersection or roadway is considered built out.
>
> The following intersections and roadways are exempt from the LOS D standard:
>
> - Katella Avenue and Los Alamitos Boulevard intersection
> - Katella Avenue and Walnut Street/Wallingsford Road intersection
> - Bloomfield Street and Cerritos Avenue intersection
> - Katella Avenue (between Interstate 605 and Walker Street)
> - Cerritos Avenue (between Interstate 605 and Los Alamitos Boulevard).

Signalized Intersections Analysis – Intersection Capacity Utilization (ICU) Methodology

In accordance with the requirements of the Cities of Cypress and Los Alamitos and the County of Orange Congestion Management Plan (CMP), signalized intersection operation is evaluated using the Intersection Capacity Utilization (ICU) methodology, which provides a comparison of the theoretical hourly vehicular capacity of an intersection to the number of vehicles actually passing through that intersection during a given hour.

- For City of Cypress signalized intersections, the ICU calculations assume a per-lane capacity of 1,700 vehicles per hour (vph) and 2,880 vph of green for dual-turning lanes, with a clearance interval of 0.05.
- For City of Los Alamitos signalized intersections, the ICU calculations assume a per-lane capacity of 1,700 vph for all left turn lanes, through lanes and right turn lanes, except for exclusive right turn lanes that allow right turn on red, for which the rate is 1,955 vph per lane[1], consistent with the CMP.

The results of the evaluation are reported in terms of Level of Service, which is represented by letter grades "A" (uncongested, free-flow conditions) through "F" (congested, over-capacity conditions). A summary description of each Level of Service and the corresponding volume/capacity (v/c) ratio for signalized intersections is provided on the following page.

Intersections Analysis – Highway Capacity Manual (HCM) Methodology

Consistent with the requirements in the Cypress Transportation Guidelines, peak-hour intersection operations for both signalized and unsignalized intersections within the City of Cypress were evaluated using the LOS methodology outlined in the Highway Capacity Manual (HCM) 7th Edition. Unsignalized intersections in the City of Los Alamitos are also evaluated using the HCM LOS methodology. Per the HCM methodology, LOS for signalized intersections is defined in terms of average vehicle delay. Specifically, LOS criteria are stated in terms of the average control delay per vehicle during the peak hours. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in addition to the stop delay.

The procedure for unsignalized intersection analysis determines the average total delay, expressed in seconds of delay per vehicle, for left-turns from the major street and from the stop-controlled minor street traffic stream. Delay values are calculated based on the relationship between traffic on the major street and the availability of acceptable "gaps" in this stream through which conflicting traffic movements can be made.

The following charts describe the operating characteristics of each Level of Service for signalized intersections under to the ICU methodology and average seconds of delay for signalized and unsignalized intersections with regard to the HCM methodology.

[1] Source: Pursuant to the *2023 Orange County Congestion Management Program Report* (OCTA, November 2023, Pages 12 and 13), right-turn lanes with right-turn overlap, free right-turns, and de-facto lanes with right-turn on red can increase the saturation flow-rate by 15%, from 1,700 to 1,955 vehicles per hour per lane.

LEVEL OF SERVICE DESCRIPTIONS SIGNALIZED INTERSECTIONS (ICU METHODOLOGY)		
Level of Service	**ICU Value**	**Description**
A	0.00 - 0.60	EXCELLENT – No vehicle waits longer than one red light and no approach phase is fully used.
B	0.60 - 0.70	VERY GOOD – An occasional approach phase is fully utilized; drivers may begin to feel somewhat restricted within groups of vehicles.
C	0.70 - 0.80	GOOD – Occasionally drivers may have to wait through more than one red light; back-ups may develop behind turning vehicles
D	0.80 - 0.90	FAIR – Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive back-ups.
E	0.90 - 1.00	POOR – Represents the most vehicles that the intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.00	FAILURE – Back-ups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Delays occur, with increasing queue lengths.

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS (HCM METHODOLOGY)			
Level of Service	**Signalized Intersection (Average delay per vehicle, in seconds)** [1]	**Unsignalized Intersections (Average delay per vehicle, in seconds)** [2]	**Description**
A	≤ 10	0 – 10	Little or no delay
B	> 10 – 20	> 10 – 15	Short traffic delays
C	> 20 – 35	> 15 – 25	Average traffic delays
D	> 35 – 55	> 25 – 35	Long traffic delays
E	> 55 – 80	> 35 – 50	Very long traffic delays
F	> 80	> 50	Severe congestion

[1] Source: Highway Capacity Manual (HCM 7th Edition), Exhibit 19-8.
[2] Source: Highway Capacity Manual (HCM 7th Edition), Exhibit 20-2.

The following chart shows the study intersections, the jurisdiction in which the intersection is located, traffic control, and the Level of Service standard for each intersection.

Int. #	Intersection	Jurisdiction	LOS Methodology	Traffic Control	LOS Standard
1	Lincoln Ave at Moody St	Cypress	HCM / ICU	S	E
2	Lincoln Ave at Walker St	Cypress	HCM / ICU	S	E
3	Lincoln Ave at Valley View St	Cypress	HCM / ICU	S	E
4	Orange Ave at Moody St	Cypress	HCM / ICU	S	D
5	Orange Ave at Walker St	Cypress	HCM / ICU	S	D
6	Orange Ave at Valley View St	Cypress	HCM / ICU	S	E
7	Ball Rd at Bloomfield St	Cypress	HCM / ICU	S	D
8	Ball Rd at Denni St	Cypress	HCM / ICU	S	D
9	Ball Rd at Moody St	Cypress	HCM / ICU	S	D
10	Ball Rd at Walker St	Cypress	HCM / ICU	S	D
11	Ball Rd at Valley View St	Cypress	HCM / ICU	S	E
12	Cerritos Ave at Los Alamitos Blvd	Los Alamitos	ICU	S	E
13	Cerritos Ave at Bloomfield St	Los Alamitos	ICU	S	E
14	Cerritos Ave at Lexington Dr / Denni St	Cypress/Los Alamitos	HCM / ICU	S	D
15	Cerritos Ave at Moody St	Cypress	HCM / ICU	S	D
16	Cerritos Ave at Walker St	Cypress	HCM / ICU	S	D
17	Cerritos Ave at Valley View St	Cypress	HCM / ICU	S	E
18	Vessels Circle at Walker St	Cypress	HCM / ICU	S	D
19	Katella Ave at Los Alamitos Blvd	Los Alamitos	ICU	S	E
20	Katella Ave at Bloomfield St	Los Alamitos	ICU	S	E
21	Katella Ave at Lexington Dr	Cypress/Los Alamitos	HCM / ICU	S	E
22	Katella Ave at Enterprise Dr	Cypress/Los Alamitos	HCM	U	E
23	Katella Ave at Siboney St	Cypress/Los Alamitos	HCM / ICU	S	E
24	Katella Ave at Walker St	Cypress/Los Alamitos	HCM / ICU	S	E
25	Katella Ave at Valley View St	Cypress	HCM / ICU	S	E
26	Katella Ave at Hope St	Cypress	HCM / ICU	S	E
27	Katella Ave at Holder St	Cypress	HCM / ICU	S	E
28	Katella Ave at Dana Way	Cypress	HCM / ICU	S	E
29	Katella Ave at Meridian Dr	Cypress	HCM / ICU	S	E
30	Orangewood Ave at Valley View St	Cypress	HCM / ICU	S	E
31	Vessels Circle at Moody St	Cypress	HCM	U	D
32	Driveway 1 at Lexington Dr	Cypress	HCM	U	D
33	Driveway 2 at Cerritos Ave	Cypress	HCM	U	D
34	Driveway 3 at Cerritos Ave	Cypress	HCM	U	D
35	Driveway 4 at Moody St	Cypress	HCM	U	D
36	Driveway 5 at Moody St	Cypress	HCM	U	D
37	Driveway 6 at Vessels Circle	Cypress	HCM	U	D
38	Driveway 7 at Vessels Circle	Cypress	HCM	U	D

S = Signalized U = Unsignalized
HCM = Highway Capacity Manual
ICU = Intersection Capacity Utilization
LOS = Level of Service

Thresholds of Deficiency

City of Cypress

In accordance with the Cypress Transportation Guidelines, a project traffic effect would be considered to be deficient if it causes an increase in HCM average delay per vehicle at a signalized intersection per the following table:

With Project Level of Service	Project-Related Increase in Delay (in seconds)
C or better	> 6 seconds
D	> 4 seconds
E, F	> 2 seconds

To determine whether a project's added traffic would result in a deficiency at a study area unsignalized intersection in accordance with the HCM methodology, the following criteria are applied:

- Worsens the level of service at an unsignalized intersection from LOS D or better to LOS E or F; or
- Causes an increase in the delay equal to or more than three (3.0) seconds at an unsignalized intersection that operates at LOS E or F with project.

In addition to HCM, as determined through the ICU analysis, a traffic operations deficiency at a signalized study intersection is determined pursuant to the Cypress Transportation Guidelines in accordance with the following:

- Worsens the level of service at an intersection from LOS D or better to LOS E or F; or
- At an intersection operating at LOS E or F without the project, causes an increase in the Volume/Capacity (V/C) Ratio equal to or more than 0.03 to the peak hour ICU with the addition of the project.

City of Los Alamitos

Consistent with recent approved traffic studies in the City of Los Alamitos, utilizing the ICU methodology, a project traffic effect would be considered to be deficient at a signalized intersection if:

- At an intersection operating at LOS E or F without the project, causes an increase in the Volume/Capacity (V/C) Ratio equal to or more than 0.01 to any peak hour ICU with the addition of the project.

For unsignalized intersections, in the City of Los Alamitos, an operational project traffic deficiency occurs if:

- The worst approach delay, based on HCM methodology, is 35.01 seconds or greater (LOS E of F), and the project related increase in traffic under "with project" conditions is one percent (1%) or more.

EXISTING CONDITIONS

Existing Roadway System

Regional access to the Buildout Area is provided by the I-605, I-405, SR-22 and SR-91 freeways. The I-605 Freeway is located approximately 1.5 miles west of the Buildout Area, while the I-405 and SR-22 Freeways are located approximately 3.5 miles to the south. The SR-91 Freeway is located approximately five miles north of the Buildout Area and provides access to the Inland Empire.

Local access to the project vicinity is provided by several arterial and commuter roadways.

Cerritos Avenue is classified as an east-west Primary Roadway in both the City of Cypress and the City of Los Alamitos Circulation Elements. Cerritos Avenue provides access from the City of Long Beach in the west, where it is named Spring Street, and to the City of Anaheim in the east, where it terminates at Walnut Street, near Disneyland. Cerritos Avenue has a partial interchange with the I-605 freeway approximately 1.5 miles west of the Buildout Area. This roadway provides two travel lanes in each direction, separated by a painted median. On-street parking is prohibited, and the speed limit varies between 40 and 45 miles per hour (mph).

Katella Avenue is a six-lane roadway through the Cities of Cypress and Los Alamitos, with a center median and turn lanes at major intersections. Katella Avenue is designated as a Smart Street through the Cities of Cypress and Los Alamitos. It is also designated on the Orange County Congestion Management Program (CMP) as a CMP facility. The posted speed limit varies between 35 and 45 mph through the study area.

Los Alamitos Boulevard varies from a four- to six-lane divided roadway, traversing the City of Los Alamitos in a north-south direction. The posted speed limit on Los Alamitos Boulevard is 35 mph north of Katella Avenue and 40 mph south of Katella Avenue. On-street parking is permitted along some segments of the roadway. The street name changes to Norwalk Boulevard to the north of the City, and to Seal Beach Boulevard to the south.

Bloomfield Street is a four-lane roadway with a center two-way turn lane divider along some segments of the roadway. The posted speed limit on Bloomfield Street is 40 mph north of Cerritos Avenue and 35 mph south of Cerritos Avenue. On-street parking is generally permitted along Bloomfield Street.

Denni Street/Lexington Drive is a north-south roadway. Denni Street/Lexington Drive begins at Lincoln Avenue in Cypress and ends at the Joint Forces Training Base in Los Alamitos. The name changes from Denni Street to Lexington Drive at Cerritos Avenue. For most of its length, Denni Street is a four-lane undivided roadway with a posted speed limit varying between 35 and 40 mph. Lexington Drive is generally a two-lane undivided roadway. On-street parking is mostly prohibited. Along some segments, Class II bike lanes are provided, while other segments are designated Class III bike routes.

Moody Street is a north-south Primary Roadway stretching from Cerritos Avenue on the south, northward through the Cities of La Palma, Cerritos, and others. Moody Street changes name to Carmenita Road north of the SR-91 Freeway. Moody Street is a four-lane roadway with Class II bike lanes on both sides, divided by a painted median. On-street parking is prohibited on both sides, and the posted speed limit is 40 mph.

Walker Street is a north-south Secondary Roadway which begins at Katella Avenue and ends at the I-5 freeway. Walker Street is a four-lane roadway divided by a painted median. For a short segment south of Cerritos Avenue, Walker Street has three northbound lanes. Class II bike lanes are generally provided on Walker Street throughout the project vicinity. The posted speed limit is 45 mph.

Valley View Street is a north-south Major Roadway providing regional access between several cities in Orange and Los Angeles Counties. Valley View Street is a six-lane roadway, divided by a raised landscape median, with Class II bike lanes on both sides. On-street parking is prohibited for its entire length, and the posted speed limit is 45 mph.

Existing Peak Hour Traffic Volumes

Existing peak hour turning movement counts were collected on a typical (non-holiday) weekday in May 2024 at the 30 existing study intersections. Existing lane configurations and traffic control at each of the study intersections are shown on **Figures 3A** and **3B**. Existing morning and evening peak hour traffic turning movement volumes for the study intersections are shown on **Figures 4A** and **4B**. Copies of the traffic count data forms are provided in ***Appendix A*** hereto.

Existing Peak Hour Traffic Volumes with Moody Street Extension

Moody Street is proposed to be extended southward from its intersection at Cerritos Avenue and connect to existing Siboney Street in accordance with the Specific Plan. Existing traffic to and from the existing Grace Church parking lot, representing traffic from the south leg of the Cerritos Avenue and Moody Street intersection, was redistributed to the church's driveway on Cerritos Avenue, east of the intersection, as the church parking lot will not have direct access to Moody Street when it is extended. In addition, Vessels Circle would extend further to the west to intersect with Moody Street. As a result, existing traffic on study intersections was redistributed to account for current drivers that would likely use the Moody Street and Vessels Circle extensions to travel to their destinations.

To understand how traffic would redistribute with the completion of the Moody Street and Vessels extensions, the Orange County Transportation Analysis Model version 5.1 (OCTAM model) was run with the street extensions coded into the model. Moody Street was coded as a 4-lane, 40 mile-per-hour (mph) roadway. Vessels Circle was coded as a 2-lane, 25 mph roadway. The intersections of Moody Street and Vessels Circle (with the Vessels Circle extension connecting Walker Street to Moody Street) was also coded into the model. A selectzone analysis for the project scenario was conducted to help determine the trip distribution with the Moody Street and Vessels Circle extensions. Project traffic was manually removed based on this trip distribution to develop no project scenario with the roadway modifications.

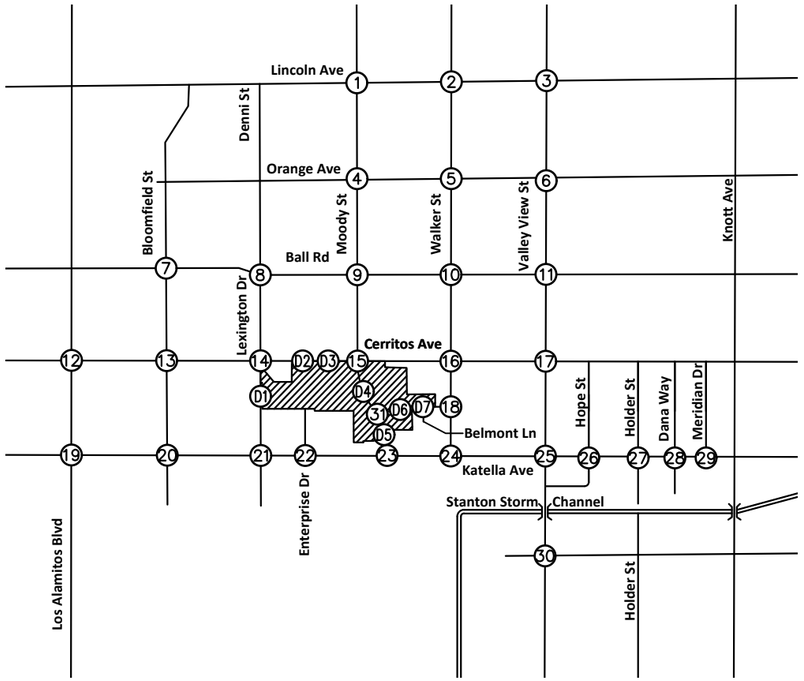
The link volumes obtained from the OCTAM model output were post-processed using the B-Turns methodology developed by the Federal Highway Administration (FHWA) to determine intersection turn movement volumes. The OCTAM Model plots and B-Turns worksheets are provided in ***Appendix C*** hereto. The resulting redistributed traffic volumes for Existing Conditions are shown on **Figures 5A** and **5B**.

Existing Peak Hour Traffic Conditions

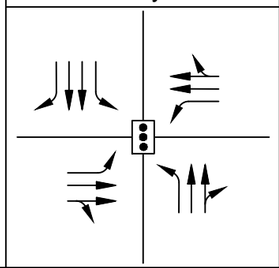
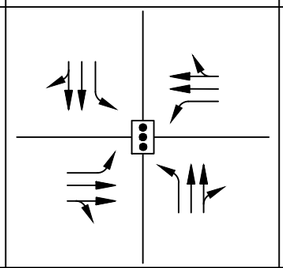
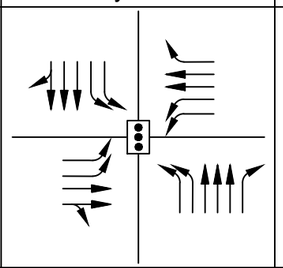
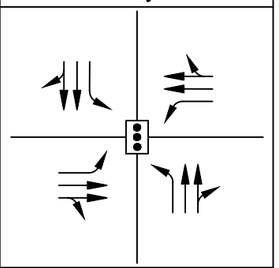
Existing peak hour operations were evaluated using the Intersection Capacity Utilization (ICU) and Highway Capacity Manual (HCM) delay methodologies for signalized study intersections (except that the HCM methodology was not used to analyze the signalized intersections located solely in the City of Los Alamitos because the City of Los Alamitos does not require such analysis), and the Highway Capacity Manual (HCM) delay methodology for unsignalized intersections. The results of the analysis are summarized on **Tables 1A** and **1B.** Intersection analysis worksheets are provided in ***Appendix B*** hereto. Those tables show that all the study intersections currently operate acceptably pursuant to the Cypress and Los Alamitos Circulation Elements.

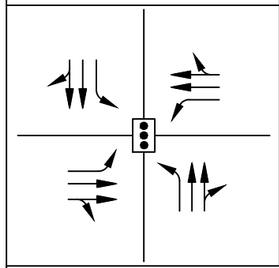
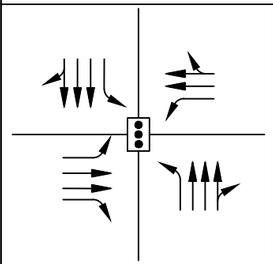
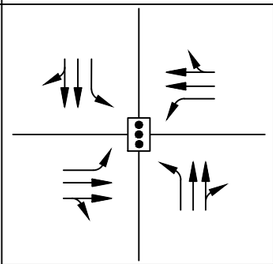
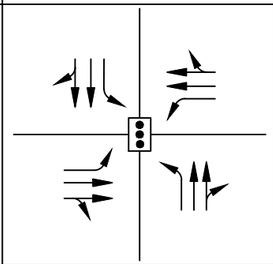
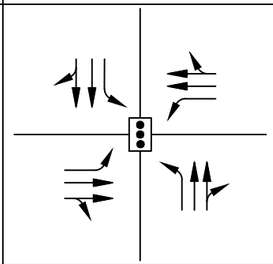
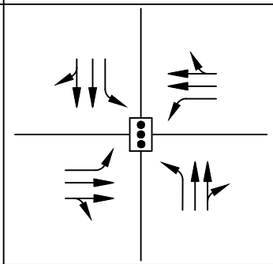
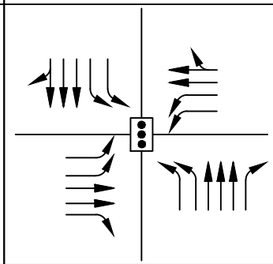
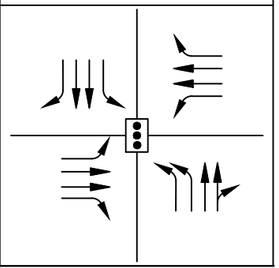
Existing Peak Hour Analysis (With Moody Avenue Extension)

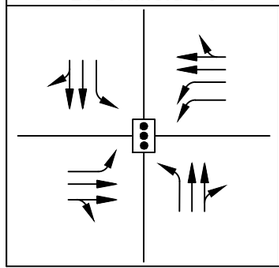
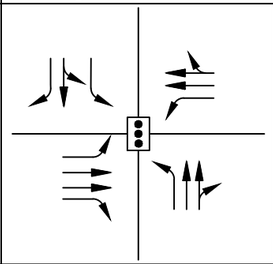
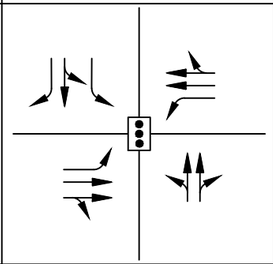
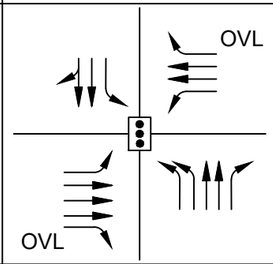
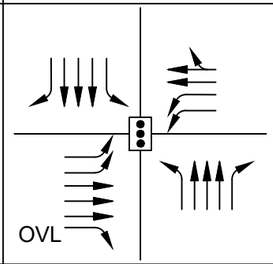
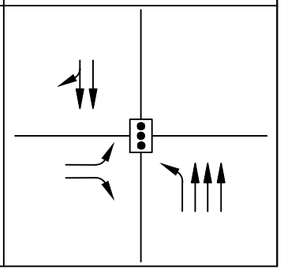
The results of the analysis are summarized on **Tables 2A** and **2B.** Those tables show that all study intersections operate at acceptable LOS pursuant to the Cypress and Los Alamitos Circulation Elements. Intersection analysis worksheets are provided in ***Appendix B*** hereto. The intersection of Vessels Circle at Moody Street is assumed to be signalized in this scenario and is further described as a project feature in the Existing plus Project Conditions section.



NOT TO SCALE

1. Lincoln Ave at Moody St	2. Lincoln Ave at Walker St	3. Lincoln Ave at Valley View St	4. Orange Ave at Moody St
			

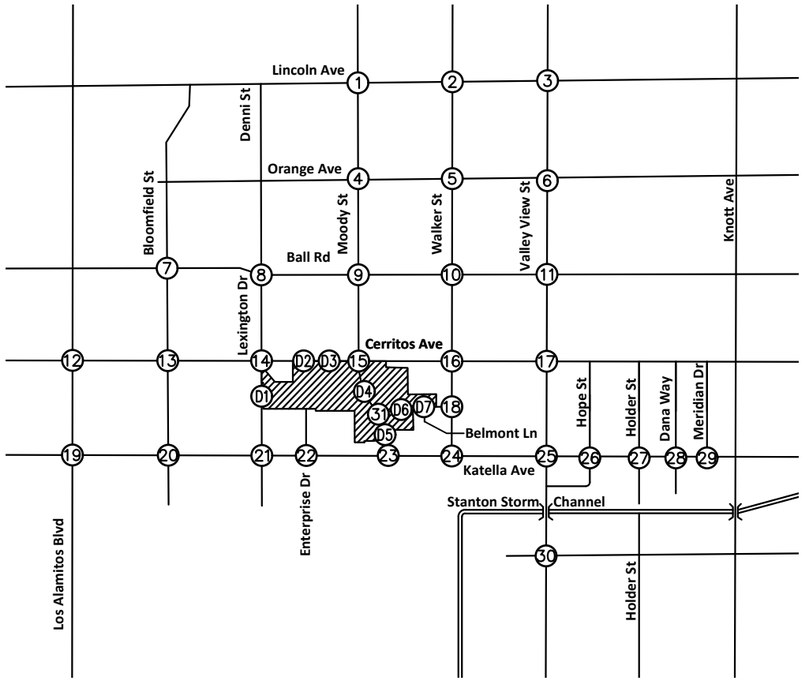
5. Orange Ave at Walker St	6. Orange Ave at Valley View St	7. Ball Rd at Bloomfield St	8. Ball Rd at Denni St	9. Ball Rd at Moody St	10. Ball Rd at Walker St	11. Ball Rd at Valley View St	12. Cerritos Ave at Los Alamitos Blvd
							

13. Cerritos Ave at Bloomfield St	14. Cerritos Ave at Lexington Dr/ Denni St	15. Cerritos Ave at Moody St	16. Cerritos Ave at Walker St	17. Cerritos Ave at Valley View St	18. Vessels Circle at Walker St
					

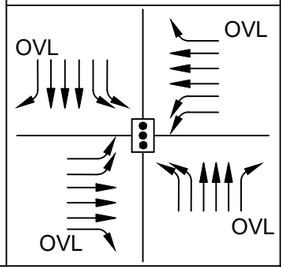
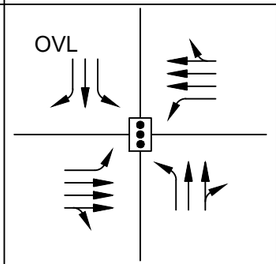
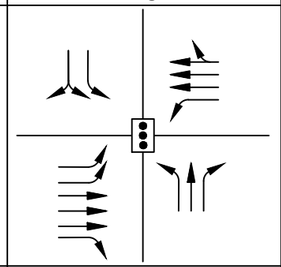
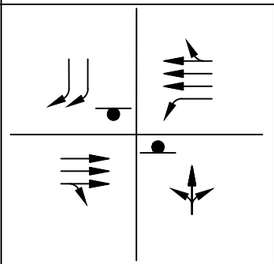
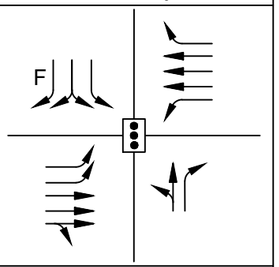
LEGEND:

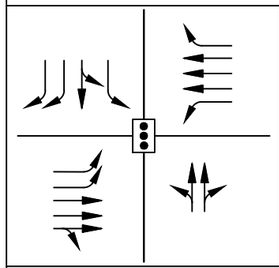
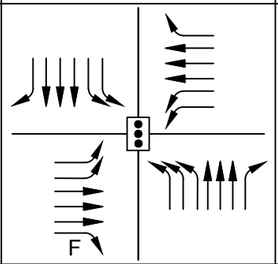
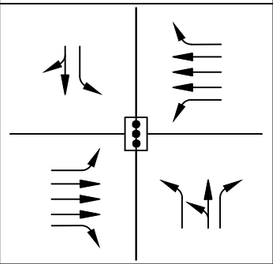
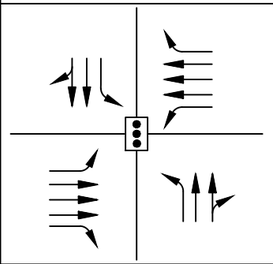
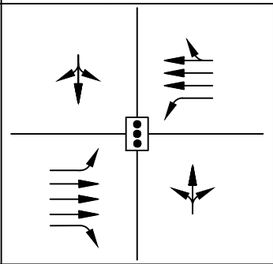
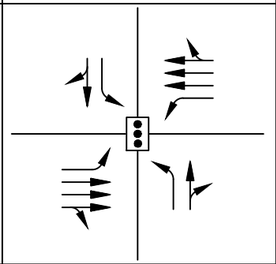
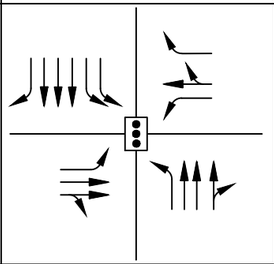
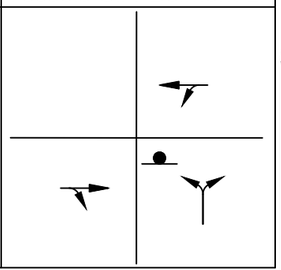
- = Buildout Area
- X = Study Intersection
- = Turn or Through Lane
- = Signal
- = Stop Sign
- STOP = All Way Stop
- F = Free Right Turn
- OVL = Right Turn Overlap

FIGURE 3A
EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL



NOT TO SCALE

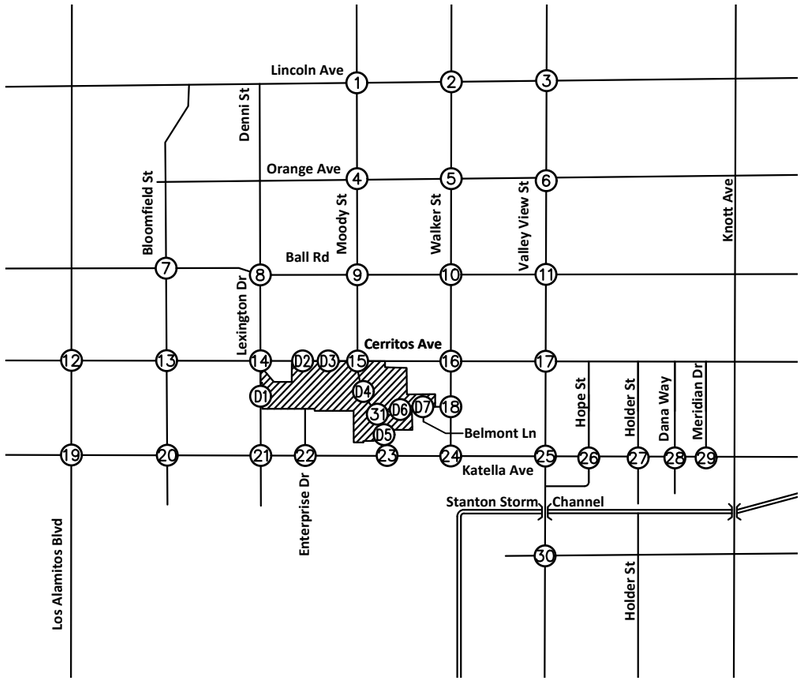
19. Katella Ave at Los Alamitos Blvd	20. Katella Ave at Bloomfield St	21. Katella Ave at Lexington Dr	22. Katella Ave at Enterprise Dr	23. Katella Ave at Siboney St
				

24. Katella Ave at Walker St	25. Katella Ave at Valley View St	26. Katella Ave at Hope St	27. Katella Ave at Holder St	28. Katella Ave at Dana Way/Yamaha Way	29. Katella Ave at Meridian Dr	30. Orangewood Ave at Valley View St	31. Vessels Circle at Moody St
							Future Intersection
D1. Driveway 1 at Lexington Dr	D2. Driveway 2 at Cerritos Ave	D3. Driveway 3 / Christopher St at Cerritos Ave	D4. Driveway 4 at Moody St	D5. Driveway 5 at Moody St	D6. Driveway 6 at Vessels Circle	D7. Driveway 7 at Vessels Cir / Belmont Ln	
Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection		

LEGEND:

- = Buildout Area
- (X) = Study Intersection
- = Turn or Through Lane
- = Signal
- = Stop Sign
- STOP = All Way Stop
- F = Free Right Turn
- OVL = Right Turn Overlap

FIGURE 3B
EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL



NOT TO SCALE

1. Lincoln Ave at Moody St	2. Lincoln Ave at Walker St	3. Lincoln Ave at Valley View St	4. Orange Ave at Moody St
197/197 703/673 186/162 ← 175/172 569/599 74/68 ←	117/116 531/646 119/117 ← 123/147 551/635 95/135 ←	142/133 1239/1082 135/207 ← 115/111 524/532 196/256 ←	101/93 561/588 149/137 ← 86/102 381/260 46/45 ←
142/160 → 494/620 → 90/102 ↘	92/132 → 626/660 → 69/78 ↘	185/225 → 373/512 → 145/179 ↘	139/88 → 477/233 → 125/44 ↘
143/106 563/705 97/79	76/49 404/666 115/130	133/200 861/1415 100/171	112/50 415/734 109/78

5. Orange Ave at Walker St	6. Orange Ave at Valley View St	7. Ball Rd at Bloomfield St	8. Ball Rd at Denni St	9. Ball Rd at Moody St	10. Ball Rd at Walker St	11. Ball Rd at Valley View St	12. Cerritos Ave at Los Alamitos Blvd
91/69 589/613 78/114 ← 73/79 471/331 100/95 ←	87/120 1189/1167 81/124 ← 104/153 354/295 127/150 ←	152/121 340/264 83/50 ← 115/79 659/724 124/129 ←	103/68 244/130 154/39 ← 165/80 661/770 80/68 ←	125/106 518/345 163/123 ← 151/165 803/773 48/66 ←	69/110 592/528 134/139 ← 186/185 759/803 92/97 ←	141/174 1189/1154 109/154 ← 90/103 659/575 265/191 ←	108/70 683/519 105/97 ← 110/124 635/682 256/313 ←
91/74 → 566/392 → 124/102 ↘	133/121 → 355/331 → 290/154 ↘	98/238 → 543/799 → 252/132 ↘	19/37 → 572/856 → 118/65 ↘	107/157 → 803/766 → 101/59 ↘	84/112 → 747/709 → 141/82 ↘	208/233 → 584/599 → 174/201 ↘	122/132 → 743/791 → 154/157 ↘
90/96 479/753 146/147	164/180 976/1592 114/158	131/175 230/504 65/108	105/88 259/234 76/85	59/62 281/463 72/56	95/78 340/689 90/83	229/306 948/1605 93/167	171/195 560/757 285/367

13. Cerritos Ave at Bloomfield St	14. Cerritos Ave at Lexington Dr / Denni St	15. Cerritos Ave at Moody St	16. Cerritos Ave at Walker St	17. Cerritos Ave at Valley View St	18. Vessels Circle at Walker St
121/102 569/356 140/102 ← 101/176 752/729 196/118 ←	124/81 110/54 130/100 ← 124/123 777/813 94/50 ←	199/136 1/0 434/287 ← 187/334 842/887 2/0 ←	69/43 446/429 200/164 ← 109/175 834/903 110/120 ←	268/211 1348/1170 120/137 ← 122/112 630/620 110/117 ←	32/35 746/782 ←
38/146 → 596/856 → 139/105 ↘	72/95 → 611/1002 → 109/42 ↘	77/228 → 723/984 → 2/0 ↘	34/73 → 834/976 → 297/230 ↘	97/264 → 494/725 → 389/251 ↘	37/40 → 0/0 → 13/25 ↘
226/70 319/509 195/163	76/71 114/199 50/98	0/3 1/2 1/0	135/270 211/572 71/148	228/326 1025/1799 63/179	29/18 437/892

LEGEND:

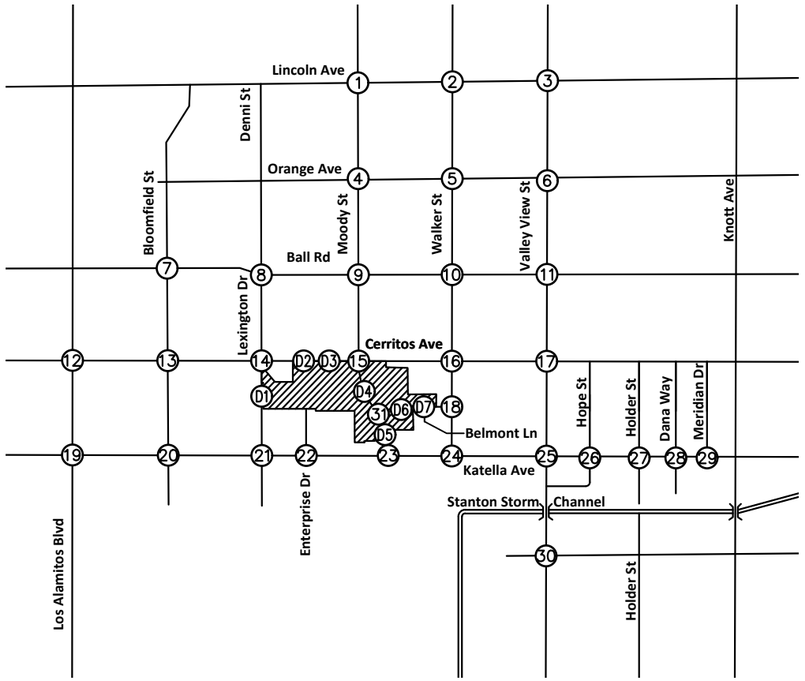
= Buildout Area

Ⓧ = Study Intersection

XX/YY = AM/PM Volumes

FIGURE 4A
EXISTING PEAK HOUR TRAFFIC VOLUMES

Kimley»Horn



NOT TO SCALE

19. Katella Ave at Los Alamitos Blvd	20. Katella Ave at Bloomfield St	21. Katella Ave at Lexington Dr	22. Katella Ave at Enterprise Dr	23. Katella Ave at Siboney St
194/185 ↖ 722/732 ← 171/127 ↙ 87/119 ↑ 1099/1569 ← 336/411 ↗ 217/267 ↘ 1492/1367 → 306/433 → 376/403 ↗ 865/781 ↑ 438/380 ↖	416/334 ↖ 181/134 ← 166/218 ↙ 191/206 ↑ 1039/1504 ← 36/55 ↗ 344/315 ↘ 1384/1419 → 37/83 → 98/82 ↗ 327/121 ↑ 11/24 ↖	142/73 ↖ 122/120 ↙ 120/155 ↑ 1029/1481 ← 127/134 ↗ 114/117 ↘ 1204/1501 → 133/72 → 95/141 ↗ 81/50 ↑ 90/221 ↖	17/23 ↙ 11/24 ↑ 1129/1597 ← 10/11 ↗ 1235/1653 → 9/11 → 2/0 ↗ 0/0 ↑ 9/12 ↖	24/50 ↖ 45/94 ↙ 31/51 ↑ 1321/1613 ← 38/98 ↗ 79/153 ↘ 1222/1708 → 32/39 → 46/76 ↗ 9/11 ↑ 45/61 ↖

24. Katella Ave at Walker St	25. Katella Ave at Valley View St	26. Katella Ave at Hope St	27. Katella Ave at Holder St	28. Katella Ave at Dana Way/Yamaha Way	29. Katella Ave at Meridian Dr	30. Orangewood Ave at Valley View St	31. Vessels Circle at Moody St
222/300 ↖ 0/0 ↓ 448/429 ↙ 308/336 ↑ 1206/1490 ← 1/1 ↗ 209/369 ↘ 981/1568 → 0/3 → 0/9 ↗ 0/2 ↑ 0/1 ↖	257/279 ↖ 1197/1187 ← 196/176 ↙ 143/185 ↑ 630/860 ← 170/263 ↗ 183/308 ↘ 631/910 → 479/706 → 666/591 ↗ 1169/1591 ↑ 196/191 ↖	5/57 ↖ 0/1 ↓ 3/61 ↙ 43/10 ↑ 970/1179 ← 38/10 ↗ 29/10 ↘ 912/1304 → 30/4 → 2/31 ↗ 1/2 ↑ 4/37 ↖	117/118 ↖ 8/2 ↓ 92/167 ↙ 97/157 ↑ 949/969 ← 19/5 ↗ 38/94 ↘ 754/1295 → 17/10 → 3/27 ↗ 1/14 ↑ 2/13 ↖	18/42 ↖ 0/0 ↓ 9/21 ↙ 12/7 ↑ 1017/1087 ← 23/15 ↗ 21/18 ↘ 806/1463 → 29/10 → 10/16 ↗ 0/0 ↑ 8/19 ↖	27/109 ↖ 6/18 ↓ 51/133 ↙ 83/76 ↑ 954/851 ← 20/70 ↗ 80/158 ↘ 672/1218 → 45/75 → 25/115 ↗ 4/29 ↑ 6/51 ↖	39/130 ↖ 1688/1846 ↓ 184/340 ↙ 438/365 ↑ 18/32 ← 85/71 ↗ 96/122 ↘ 34/26 → 15/30 → 23/10 ↗ 1646/1932 ↑ 77/109 ↖	Future Intersection
D1. Driveway 1 at Lexington Dr	D2. Driveway 2 at Cerritos Ave	D3. Driveway 3 at Cerritos Ave	D4. Driveway 4 at Moody St	D5. Driveway 5 at Moody St	D6. Driveway 6 at Vessels Circle	D7. Driveway 7 at Vessels Cir / Belmont Ln	
Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	0/48 ↙ 0/0 ← 14/0 ↖ 0/0 ↘ 0/0 → 0/0 ↗ 0/0 ↑ 48/28 ↖	

LEGEND:

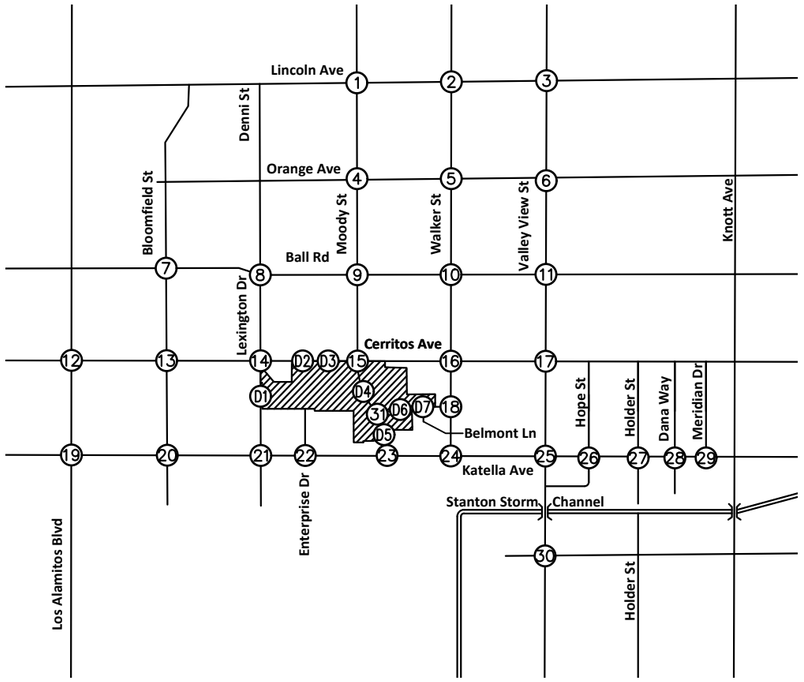
= Buildout Area

(X) = Study Intersection

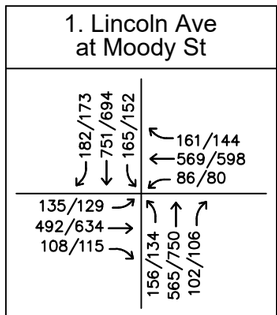
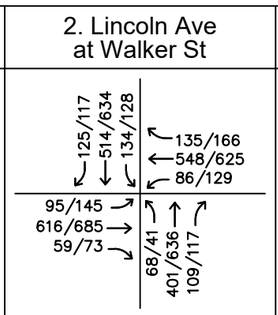
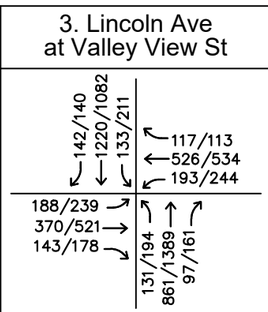
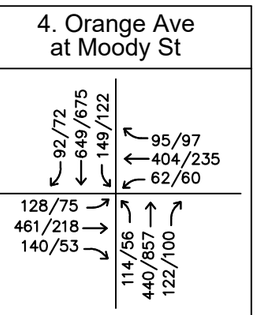
XX/YY = AM/PM Volumes

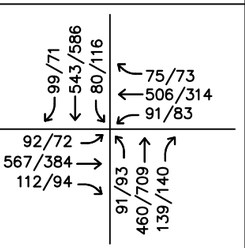
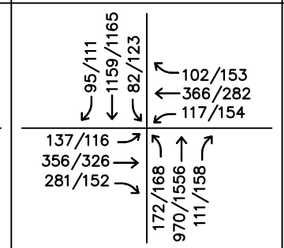
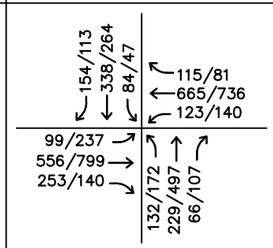
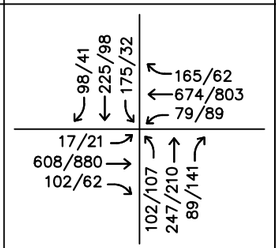
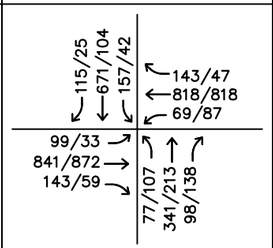
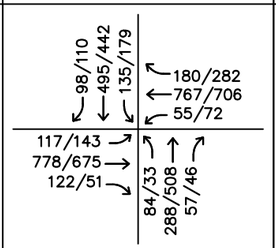
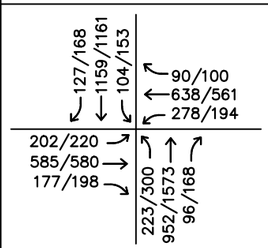
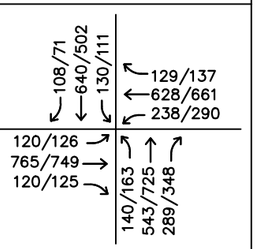
FIGURE 4B
EXISTING PEAK HOUR TRAFFIC VOLUMES

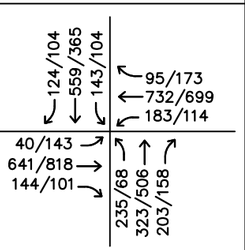
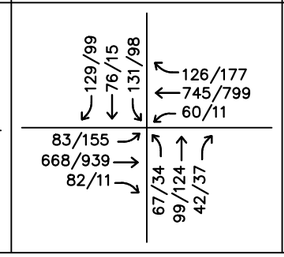
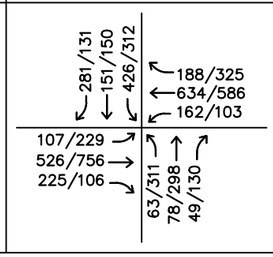
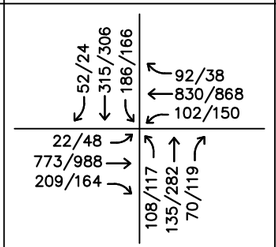
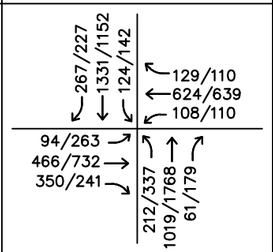
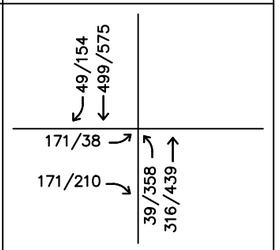
Kimley»Horn



NOT TO SCALE

1. Lincoln Ave at Moody St	2. Lincoln Ave at Walker St	3. Lincoln Ave at Valley View St	4. Orange Ave at Moody St
			

5. Orange Ave at Walker St	6. Orange Ave at Valley View St	7. Ball Rd at Bloomfield St	8. Ball Rd at Denni St	9. Ball Rd at Moody St	10. Ball Rd at Walker St	11. Ball Rd at Valley View St	12. Cerritos Ave at Los Alamitos Blvd
							

13. Cerritos Ave at Bloomfield St	14. Cerritos Ave at Lexington Dr / Denni St	15. Cerritos Ave at Moody St	16. Cerritos Ave at Walker St	17. Cerritos Ave at Valley View St	18. Vessels Circle at Walker St
					

LEGEND:

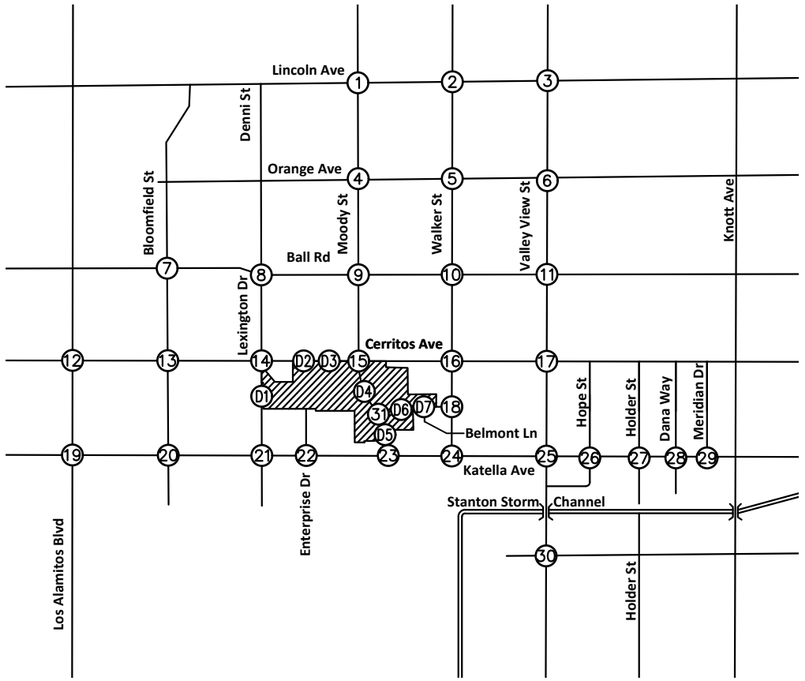
= Buildout Area

Ⓧ = Study Intersection

XX/YY = AM/PM Volumes

FIGURE 5A
EXISTING TRAFFIC VOLUMES (WITH MOODY STREET EXTENSION)

Kimley»Horn



NOT TO SCALE

19. Katella Ave at Los Alamitos Blvd	20. Katella Ave at Bloomfield St	21. Katella Ave at Lexington Dr	22. Katella Ave at Enterprise Dr	23. Katella Ave at Siboney St
163/82 ↖ 667/581 ← 166/4 ↙ | 137/3 ↑ 1209/60 ← 407/28 ↖ 259/41 ↗ 1440/21 → 281/176 ↘ | 296/332 ↗ 974/433 → 399/21 ↑	404/332 ↖ 182/136 ← 160/215 ↙ | 203/198 ↑ 1014/1433 ← 36/53 ↖ 344/312 ↗ 1263/1380 → 35/83 ↘ | 92/82 ↗ 334/122 → 10/24 ↑	103/33 ↖ 72/59 ↙ | 99/68 ↑ 1039/1437 ← 124/140 ↖ 107/55 ↗ 1071/1518 → 142/73 ↘ | 107/144 ↗ 77/26 → 82/242 ↑	17/23 ↖ | 11/24 ↑ 1111/1475 ← 11/11 ↖ 1043/1630 → 8/11 ↘ | 2/0 ↗ 0/0 → 9/12 ↑	82/50 ↖ 143/94 ↙ | 34/78 ↑ 1318/1606 ← 38/98 ↖ 87/168 ↗ 1214/1693 → 32/62 ↘ | 51/82 ↗ 10/12 → 47/61 ↑

24. Katella Ave at Walker St	25. Katella Ave at Valley View St	26. Katella Ave at Hope St	27. Katella Ave at Holder St	28. Katella Ave at Dana Way/Yamaha Way	29. Katella Ave at Meridian Dr	30. Orangewood Ave at Valley View St	31. Vessels Circle at Moody St
94/210 ↖ 0/0 ↓ 335/410 ↘ | 282/304 ↑ 1180/1445 ← 1/1 ↖ 120/231 ↗ 1128/1533 → 0/3 ↘ | 0/9 ↗ 0/2 → 0/1 ↑	288/274 ↖ 1107/1162 ← 204/169 ↙ | 146/193 ↑ 623/851 ← 139/259 ↖ 216/317 ↗ 669/867 → 451/687 ↘ | 608/550 ↗ 1105/1561 → 166/173 ↑	5/55 ↖ 0/1 ↓ 3/59 ↘ | 41/10 ↑ 935/1177 ← 37/10 ↖ 29/10 ↗ 930/1237 → 30/4 ↘ | 2/31 ↗ 1/2 → 4/36 ↑	91/100 ↖ 6/2 ↙ 71/165 ↘ | 89/156 ↑ 938/986 ← 19/6 ↖ 37/76 ↗ 772/1250 → 18/9 ↘ | 3/26 ↗ 1/13 → 2/15 ↑	18/42 ↖ 0/0 ↓ 9/21 ↘ | 12/7 ↑ 1017/1087 ← 23/15 ↖ 21/18 ↗ 806/1463 → 29/10 ↘ | 10/16 ↗ 0/0 → 8/19 ↑	27/29 ↖ 6/1 ← 51/34 ↙ | 82/8 ↑ 937/1092 ← 19/12 ↖ 79/16 ↗ 671/1459 → 44/12 ↘ | 25/24 ↗ 4/1 → 6/10 ↑	39/131 ↖ 1656/1815 ← 187/334 ↙ | 433/338 ↑ 18/31 ← 84/68 ↖ 95/121 ↗ 35/26 → 15/31 ↘ | 23/10 ↗ 1613/1886 → 78/109 ↑	215/133 ↖ 323/228 ↙ | 78/501 ↑ 10/11 ↖ 112/238 ↗ 19/20 ↑

D1. Driveway 1 at Lexington Dr	D2. Driveway 2 at Cerritos Ave	D3. Driveway 3 at Cerritos Ave	D4. Driveway 4 at Moody St	D5. Driveway 5 at Moody St	D6. Driveway 6 at Vessels Circle	D7. Driveway 7 at Vessels Cir / Belmont Ln
Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	←88/512 ↖ 14/48 342/248 → 0/0 ↘ | 0/0 ↑ 48/28 ↗

LEGEND:

= Buildout Area

(X) = Study Intersection

XX/YY = AM/PM Volumes

FIGURE 5B
EXISTING TRAFFIC VOLUMES (WITH MOODY STREET EXTENSION)

Kimley»Horn

TABLE 1A
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS

HCM Methodology						
		Traffic	AM Peak Hour		PM Peak Hour	
Int. #	Intersection	Control	Delay	LOS	Delay	LOS
1	Lincoln Ave at Moody St	S	41.3	D	41.6	D
2	Lincoln Ave at Walker St	S	34.3	C	37.8	D
3	Lincoln Ave at Valley View St	S	32.2	C	42.8	D
4	Orange Ave at Moody St	S	26.8	C	21.2	C
5	Orange Ave at Walker St	S	35.1	D	30.7	C
6	Orange Ave at Valley View St	S	35.9	D	35.8	D
7	Ball Rd at Bloomfield St	S	25.1	C	25.9	C
8	Ball Rd at Denni St	S	24.9	C	21.9	C
9	Ball Rd at Moody St	S	32.4	C	31.5	C
10	Ball Rd at Walker St	S	36.5	D	41.1	D
11	Ball Rd at Valley View St	S	49.9	D	49.0	D
12	Cerritos Ave at Los Alamitos Blvd	S	N/A	N/A	N/A	N/A
13	Cerritos Ave at Bloomfield St	S	N/A	N/A	N/A	N/A
14	Cerritos Ave at Lexington Dr/ Denni St	S	21.3	C	21.7	C
15	Cerritos Ave at Moody St	S	19.8	B	16.5	B
16	Cerritos Ave at Walker St	S	27.7	C	32.0	C
17	Cerritos Ave at Valley View St	S	41.3	D	50.9	D
18	Vessels Circle at Walker St	S	4.1	A	3.8	A
19	Katella Ave at Los Alamitos Blvd	S	N/A	N/A	N/A	N/A
20	Katella Ave at Bloomfield St	S	N/A	N/A	N/A	N/A
21	Katella Ave at Lexington Dr	S	31.9	C	38.1	D
22	Katella Ave at Enterprise Dr	U	23.7	C	21.5	C
23	Katella Ave at Siboney St	S	13.1	B	19.8	B
24	Katella Ave at Walker St	S	24.0	C	28.1	C
25	Katella Ave at Valley View St	S	45.4	D	49.7	D
26	Katella Ave at Hope St	S	6.4	A	12.0	B
27	Katella Ave at Holder St	S	13.8	B	15.9	B
28	Katella Ave at Dana Way	S	5.7	A	6.4	A
29	Katella Ave at Meridian Dr	S	9.0	A	26.7	C
30	Orangewood Ave at Valley View St	S	30.7	C	38.3	D
31	Vessels Circle at Moody St	Future Intersection				
D1	Driveway 1 at Lexington Dr	Future Intersection				
D2	Driveway 2 at Cerritos Ave	Future Intersection				
D3	Driveway 3 at Cerritos Ave	Future Intersection				
D4	Driveway 4 at Moody St	Future Intersection				
D5	Driveway 5 at Moody St	Future Intersection				
D6	Driveway 6 at Vessels Circle	Future Intersection				
D7	Driveway 7 / Belmont Ln at Vessels Circle	U	8.5	A	8.4	A

Notes:
- S = Signalized- U = Unsignalized
- HCM = Highway Capacity Manual
- LOS = Level of Service
- Intersection operation is expressed in average seconds of delay (del/veh) ratio for HCM methodology.
- HCM Methodology for Signalized intersections in City of Los Alamitos is Not Applicable and noted as N/A.

TABLE 1B
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS

ICU Methodology

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			ICU	LOS	ICU	LOS
1	Lincoln Ave at Moody St	S	0.695	B	0.729	C
2	Lincoln Ave at Walker St	S	0.558	A	0.664	B
3	Lincoln Ave at Valley View St	S	0.626	B	0.703	C
4	Orange Ave at Moody St	S	0.564	A	0.548	A
5	Orange Ave at Walker St	S	0.618	B	0.607	B
6	Orange Ave at Valley View St	S	0.674	B	0.700	B
7	Ball Rd at Bloomfield St	S	0.664	B	0.663	B
8	Ball Rd at Denni St	S	0.525	A	0.502	A
9	Ball Rd at Moody St	S	0.645	B	0.669	B
10	Ball Rd at Walker St	S	0.671	B	0.695	B
11	Ball Rd at Valley View St	S	0.710	C	0.721	C
12	Cerritos Ave at Los Alamitos Blvd	S	0.850	D	0.892	D
13	Cerritos Ave at Bloomfield St	S	0.665	B	0.671	B
14	Cerritos Ave at Lexington Dr/ Denni St	S	0.503	A	0.539	A
15	Cerritos Ave at Moody St	S	0.544	A	0.724	C
16	Cerritos Ave at Walker St	S	0.545	A	0.642	B
17	Cerritos Ave at Valley View St	S	0.718	C	0.812	D
18	Vessels Circle at Walker St	S	0.359	A	0.367	A
19	Katella Ave at Los Alamitos Blvd	S	0.717	C	0.726	C
20	Katella Ave at Bloomfield St	S	0.708	C	0.725	C
21	Katella Ave at Lexington Dr	S	0.523	A	0.661	B
22	Katella Ave at Enterprise Dr	U	-	-	-	-
23	Katella Ave at Siboney St	S	0.395	A	0.560	A
24	Katella Ave at Walker St	S	0.515	A	0.620	B
25	Katella Ave at Valley View St	S	0.652	B	0.710	C
26	Katella Ave at Hope St	S	0.288	A	0.391	A
27	Katella Ave at Holder St	S	0.341	A	0.430	A
28	Katella Ave at Dana Way	S	0.312	A	0.419	A
29	Katella Ave at Meridian Dr	S	0.362	A	0.522	A
30	Orangewood Ave at Valley View St	S	0.661	B	0.785	C
31	Vessels Circle at Moody St	Future Intersection				
D1	Driveway 1 at Lexington Dr	Future Intersection				
D2	Driveway 2 at Cerritos Ave	Future Intersection				
D3	Driveway 3 at Cerritos Ave	Future Intersection				
D4	Driveway 4 at Moody St	Future Intersection				
D5	Driveway 5 at Moody St	Future Intersection				
D6	Driveway 6 at Vessels Circle	Future Intersection				
D7	Driveway 7 / Belmont Ln at Vessels Circle	U	-	-	-	-

Notes:
- S = Signalized- U = Unsignalized
- ICU = Intersection Capacity Utilization
- LOS = Level of Service
- Intersection operation is expressed in terms of volume-to-capacity (V/C) ratio using the ICU methodology.

TABLE 2A
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS (WITH EXTENSIONS)

HCM Methodology						
		Traffic	AM Peak Hour		PM Peak Hour	
Int. #	Intersection	Control	Delay	LOS	Delay	LOS
1	Lincoln Ave at Moody St	S	40.1	D	41.6	D
2	Lincoln Ave at Walker St	S	34.3	C	37.7	D
3	Lincoln Ave at Valley View St	S	32.0	C	41.9	D
4	Orange Ave at Moody St	S	27.1	C	20.7	C
5	Orange Ave at Walker St	S	36.3	D	30.2	C
6	Orange Ave at Valley View St	S	35.4	D	34.6	C
7	Ball Rd at Bloomfield St	S	25.4	C	25.7	C
8	Ball Rd at Denni St	S	24.7	C	22.0	C
9	Ball Rd at Moody St	S	35.9	D	22.1	C
10	Ball Rd at Walker St	S	33.3	C	37.7	D
11	Ball Rd at Valley View St	S	50.8	D	47.7	D
12	Cerritos Ave at Los Alamitos Blvd	S	N/A	N/A	N/A	N/A
13	Cerritos Ave at Bloomfield St	S	N/A	N/A	N/A	N/A
14	Cerritos Ave at Lexington Dr/ Denni St	S	20.5	C	18.0	B
15	Cerritos Ave at Moody St	S	28.9	C	37.8	D
16	Cerritos Ave at Walker St	S	24.7	C	28.1	C
17	Cerritos Ave at Valley View St	S	40.5	D	49.8	D
18	Vessels Circle at Walker St	S	12.2	B	12.3	B
19	Katella Ave at Los Alamitos Blvd	S	N/A	N/A	N/A	N/A
20	Katella Ave at Bloomfield St	S	N/A	N/A	N/A	N/A
21	Katella Ave at Lexington Dr	S	29.8	C	36.1	D
22	Katella Ave at Enterprise Dr	U	19.6	C	21.2	C
23	Katella Ave at Siboney St	S	18.5	B	20.3	C
24	Katella Ave at Walker St	S	17.5	B	23.3	C
25	Katella Ave at Valley View St	S	42.7	D	46.1	D
26	Katella Ave at Hope St	S	6.4	A	11.9	B
27	Katella Ave at Holder St	S	12.0	B	14.8	B
28	Katella Ave at Dana Way	S	5.7	A	6.4	A
29	Katella Ave at Meridian Dr	S	8.9	A	6.5	A
30	Orangewood Ave at Valley View St	S	30.3	C	35.3	D
31	Vessels Circle at Moody St	S	22.5	C	18.1	B
D1	Driveway 1 at Lexington Dr	Future Intersection				
D2	Driveway 2 at Cerritos Ave	Future Intersection				
D3	Driveway 3 at Cerritos Ave	Future Intersection				
D4	Driveway 4 at Moody St	Future Intersection				
D5	Driveway 5 at Moody St	Future Intersection				
D6	Driveway 6 at Vessels Circle	Future Intersection				
D7	Driveway 7 / Belmont Ln at Vessels Circle	U	10.5	B	9.7	A

Notes:
- S = Signalized- U = Unsignalized
- HCM = Highway Capacity Manual
- LOS = Level of Service
- Intersection operation is expressed in average seconds of delay (del/veh) ratio for HCM methodology.
- HCM Methodology for Signalized intersections in City of Los Alamitos is Not Applicable and noted as N/A.

TABLE 2B
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS (WITH EXTENSIONS)

ICU Methodology

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			ICU	LOS	ICU	LOS
1	Lincoln Ave at Moody St	S	0.696	B	0.716	C
2	Lincoln Ave at Walker St	S	0.547	A	0.668	B
3	Lincoln Ave at Valley View St	S	0.621	B	0.697	B
4	Orange Ave at Moody St	S	0.594	A	0.566	A
5	Orange Ave at Walker St	S	0.596	A	0.581	A
6	Orange Ave at Valley View St	S	0.662	B	0.685	B
7	Ball Rd at Bloomfield St	S	0.669	B	0.662	B
8	Ball Rd at Denni St	S	0.541	A	0.527	A
9	Ball Rd at Moody St	S	0.698	B	0.523	A
10	Ball Rd at Walker St	S	0.664	B	0.641	B
11	Ball Rd at Valley View St	S	0.690	B	0.707	C
12	Cerritos Ave at Los Alamitos Blvd	S	0.857	D	0.859	D
13	Cerritos Ave at Bloomfield St	S	0.677	B	0.659	B
14	Cerritos Ave at Lexington Dr/ Denni St	S	0.496	A	0.558	A
15	Cerritos Ave at Moody St	S	0.592	A	0.802	D
16	Cerritos Ave at Walker St	S	0.485	A	0.529	A
17	Cerritos Ave at Valley View St	S	0.704	C	0.813	D
18	Vessels Circle at Walker St	S	0.378	A	0.672	B
19	Katella Ave at Los Alamitos Blvd	S	0.716	C	0.297	A
20	Katella Ave at Bloomfield St	S	0.704	C	0.708	C
21	Katella Ave at Lexington Dr	S	0.478	A	0.649	B
22	Katella Ave at Enterprise Dr	U	-	-	-	-
23	Katella Ave at Siboney St	S	0.432	A	0.565	A
24	Katella Ave at Walker St	S	0.442	A	0.556	A
25	Katella Ave at Valley View St	S	0.629	B	0.703	C
26	Katella Ave at Hope St	S	0.285	A	0.322	A
27	Katella Ave at Holder St	S	0.324	A	0.367	A
28	Katella Ave at Dana Way	S	0.312	A	0.419	A
29	Katella Ave at Meridian Dr	S	0.358	A	0.407	A
30	Orangewood Ave at Valley View St	S	0.653	B	0.764	C
31	Vessels Circle at Moody St	S	0.284	A	0.420	A
D1	Driveway 1 at Lexington Dr	Future Intersection				
D2	Driveway 2 at Cerritos Ave	Future Intersection				
D3	Driveway 3 at Cerritos Ave	Future Intersection				
D4	Driveway 4 at Moody St	Future Intersection				
D5	Driveway 5 at Moody St	Future Intersection				
D6	Driveway 6 at Vessels Circle	Future Intersection				
D7	Driveway 7 / Belmont Ln at Vessels Circle	U	-	-	-	-

Notes:
- S = Signalized- U = Unsignalized
- ICU = Intersection Capacity Utilization
- LOS = Level of Service
- Intersection operation is expressed in terms of volume-to-capacity (V/C) ratio using the ICU methodology.

PROJECT TRAFFIC

Project Trip Generation

Daily and peak hour trip generation estimates have been prepared for the Project. Trip generation estimates are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) trip rates for:

- Single-Family Detached Housing (Land Use 210)
- Single-Family Attached Housing (Land Use 215)
- Multifamily Housing (Low-Rise) (Land Use 220)
- Multifamily Housing (Mid-Rise) (Land Use 221)
- Shopping Center (Land Use 820).

The trip generation estimates for the Project were developed by adding together the trips generated by the residential and commercial/retail uses. A characteristic of mixed-use developments is the potential for interaction among the uses in terms of internal trips or vehicular trips between land uses. For example, the Project will include pedestrian connections between the contemplated residential and commercial/retail components. Residents may make trips to the restaurant and shops by walking there from their homes. As a result, the total inbound and outbound vehicular trips to and from the Buildout Area may be reduced. The resulting reduction in off-site vehicular trips is known as internal capture.

In addition, it is recognized that not all trips into and out of a project will be "new" trips on the roadway system serving a project site. Some trips to the commercial/retail uses will consist of "pass-by" trips -- motorists who are already traveling on the surrounding roadways from one place to another. Common pass-by trips for a commercial center would be individuals who stop to eat, shop, or run errands on their way to or from work or school.

The trip generation estimates for the project include trip adjustments for internal trip capture between the site uses, and pass-by trips for the commercial/retail uses, based on the ITE Trip Generation Manual Vol. 1: User's Guide and Handbook. The trip rates and the resulting project trip generation estimates are shown on **Table 3**. The Project would generate approximately 21,041 vehicle trips on a daily basis, with 1,019 trips in the morning peak hour and 1,418 trips in the evening peak hour.

TABLE 3
SUMMARY OF PROJECT TRIP GENERATION
CYPRESS SPECIFIC PLAN 3.0 BUILDOUT PROJECT

Land Use	ITE Code	Unit	Trip Generation Rates [1]						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Single-Family Detached Housing	210	DU	9.430	0.182	0.518	0.700	0.592	0.348	0.940
Single-Family Attached Housing	215	DU	7.200	0.149	0.331	0.480	0.325	0.245	0.570
Multifamily Housing (Low-Rise)	220	DU	6.740	0.096	0.304	0.400	0.321	0.189	0.510
Multifamily Housing (Mid-Rise)	221	DU	4.540	0.085	0.285	0.370	0.238	0.152	0.390
Shopping Center (>150k)	820	KSF	37.010	0.521	0.319	0.840	1.632	1.768	3.400

Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Existing Use - Race Course [2]									
Employees			50	25	0	25	0	25	25
Horse Trainer			140	70	0	70	0	0	0
Attendees			408	0	0	0	0	204	204
Total Net Existing Project Trips			**598**	**95**	**0**	**95**	**0**	**229**	**229**
Proposed Use									
Multifamily Housing (Low-Rise) (Lot 2)	404	DU	2,723	39	123	162	130	76	206
Single-Family Attached Housing (Lot 3)	269	DU	1,937	40	89	129	87	66	153
Single-Family Detached Housing (Lot 4)	141	DU	1,330	26	73	99	83	49	132
Multifamily Housing (Low-Rise) (Lot 7)	309	DU	2,083	30	94	124	99	58	157
Multifamily Housing (Low-Rise) (Lot 10)	29	DU	195	3	9	12	9	5	14
Multifamily Housing (Mid-Rise) (Lot 11)	51	DU	232	4	15	19	12	8	20
Multifamily Housing (Mid-Rise) (Lot 12)	257	DU	1,167	22	73	95	61	39	100
Multifamily Housing (Mid-Rise) (Lot 13)	200	DU	908	17	57	74	48	30	78
Multifamily Housing (Low-Rise) (Lot 14)	131	DU	883	13	40	53	42	25	67
Shopping Center (Lots 10 - 14)[3]	440	KSF	16,284	229	140	369	718	778	1,496
Total Proposed Trips Before Internal Capture/Pass-By			**27,742**	**423**	**713**	**1,136**	**1,289**	**1,134**	**2,423**
Internal Capture (12.5% Daily; 2% AM; 23% PM)[4, 5]			-3,468	-8	-14	-22	-296	-261	-557
Pass-By Reduction for Shopping Center (9.5% Daily; 19% PM)[5]			-2,635	0	0	0	-105	-114	-219
Total Proposed Project Trips			**21,639**	**415**	**699**	**1,114**	**888**	**759**	**1,647**
Net Difference (Proposed Minus Existing)			***21,041***	***320***	***699***	***1,019***	***888***	***530***	***1,418***

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition and Trip Generation Manual, 11th Edition-Errata.

DU = Dwelling Unit

KSF = Thousand Square Feet

[2] Note: Trip Generation data provided by Applicant.

[3] Note: Using approximately 50% of maximum non-residential floor area permitted by the Specific Plan.

[4] Note: See Attachment E for Internal Capture Worksheets.

[5] Note: The ITE Trip Generation Manual does not provide internal capture or pass-by percentage reductions for daily trip generation. The typical industry practice is to average the AM and PM trip reduction percentages to determine the daily internal capture and pass-by reduction.

Project Trip Distribution and Assignment

Trip distribution assumptions for the Project were developed based on the likely origins and destinations of residents, patrons, and employees. Patrons of the commercial/retail uses are assumed to come primarily from nearby residential neighborhoods. Trip distribution assumptions during the morning and afternoon peak hours for the residential and commercial/retail portions of the project are shown on **Figure 6A** and **6B**, respectively. In addition, a breakdown of trip distribution assumptions at the project driveways for the residential and commercial/retail portions for the individual land use districts within the Buildout Area are provided in ***Appendix D***.

Based on these trip distribution assumptions, the project trips that would be added to the street system were calculated and are shown on **Figures 7A** and **7B**. Traffic volumes for internal capture and pass-by are reflected on **Figures 8** and **9**. The internal capture worksheet is provided in ***Appendix E***.

EXISTING PLUS PROJECT CONDITIONS

This section addresses the traffic-related impacts associated with adding project-related trips to Existing Conditions traffic volumes. The Existing Plus Project scenario is a hypothetical scenario that could not actually occur. It assumes that the Project would be fully operational at the present time, with no other changes to area traffic volumes or to the street network serving the Buildout Area. This analysis assumes full development of the project, full operation of Moody Street between Cerritos Avenue and Katella Avenue, and full absorption of project traffic on the circulation system at the present time. The analysis also assumes the project features to be in place at the following intersections, the conceptual layouts of which are shown on **Figures 10** and **11**:

- Intersection #15 – Cerritos Avenue at Moody Street
  - Eastbound approach – Stripe exclusive right-turn lane.
  - Southbound approach – Provide two left-turn lanes, one through lane, and one shared through/right-turn lane.
  - Northbound approach – Provide two left-turn lanes, one through lane, and one shared through/right-turn lane.
- Intersection #31 – Vessels Circle at Moody Street
  - Install traffic signal.
  - Northbound approach – Provide one left-turn lane, two through lanes, one right-turn lane.
  - Southbound approach – Provide one left-turn lane, one through lanes, one shared through/right-turn lane.
  - Westbound approach – Provide one left-turn lane, one through lane, and one right-turn lane.
  - Eastbound approach (driveway access to Lot 13) – Provide one left-turn lane and one shared through/right-turn lane.

The project driveways are included in this scenario and are all analyzed as unsignalized two-way stop-controlled intersections.

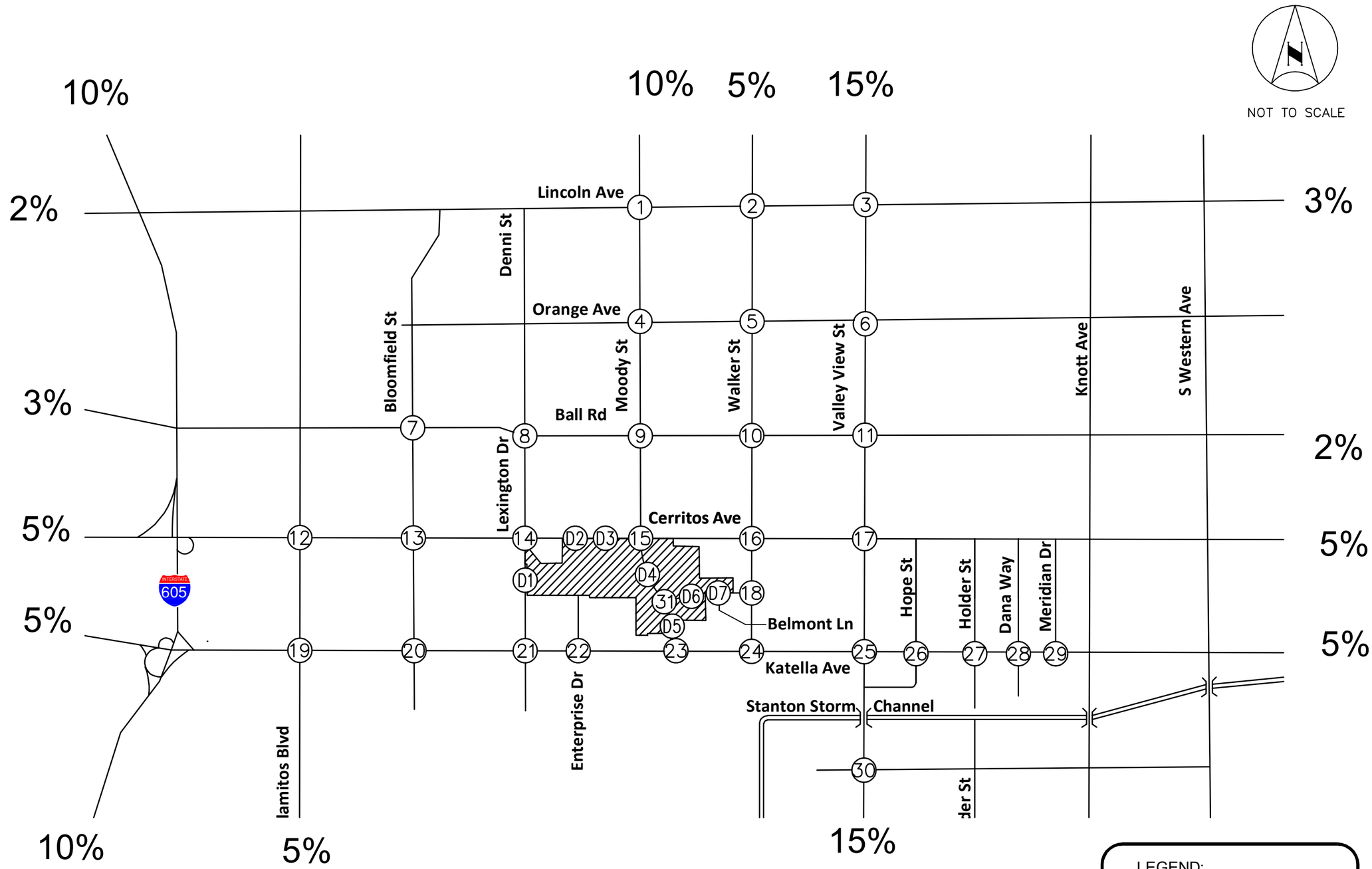


FIGURE 6A
PROJECT TRIP DISTRIBUTION – RESIDENTIAL

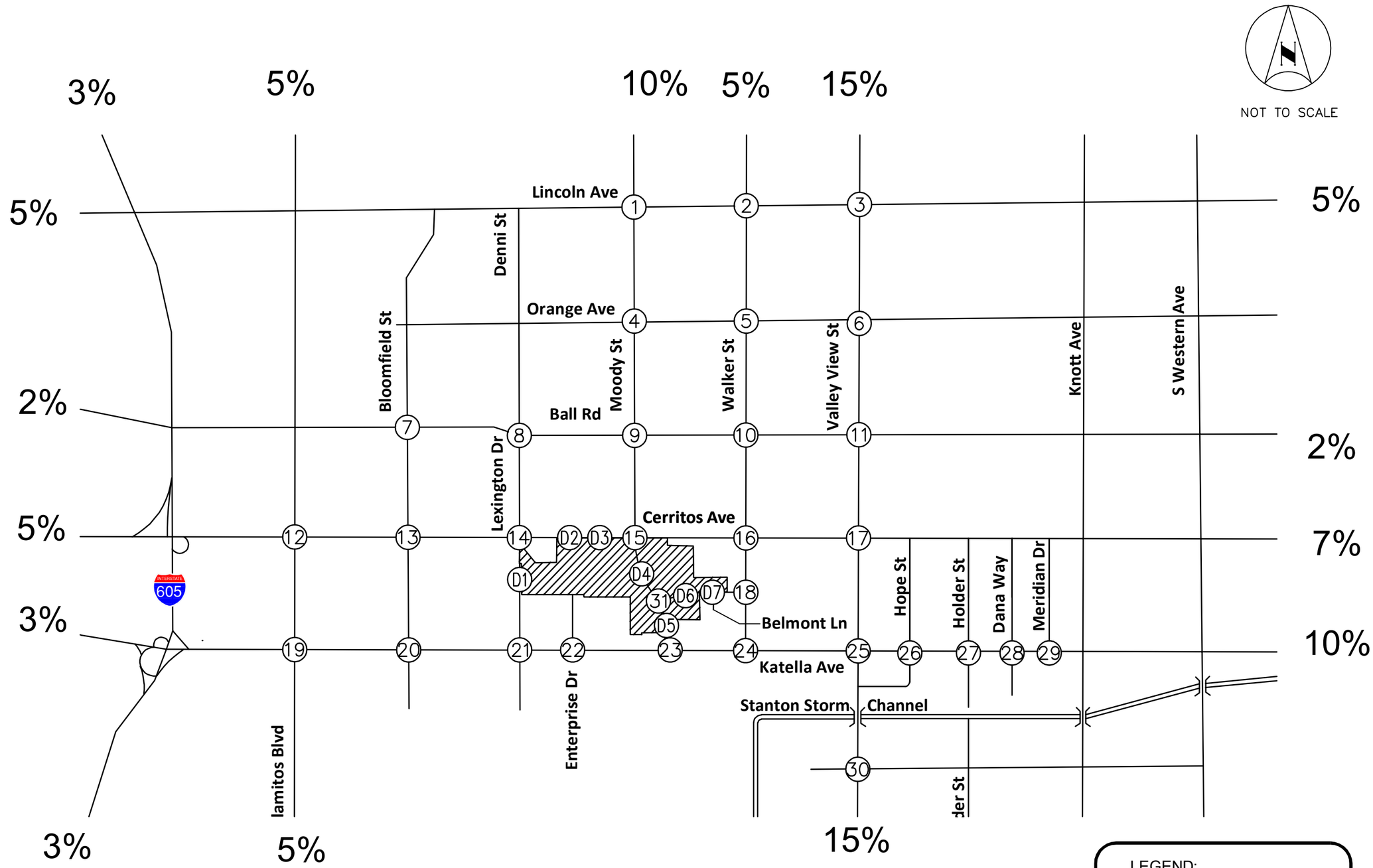
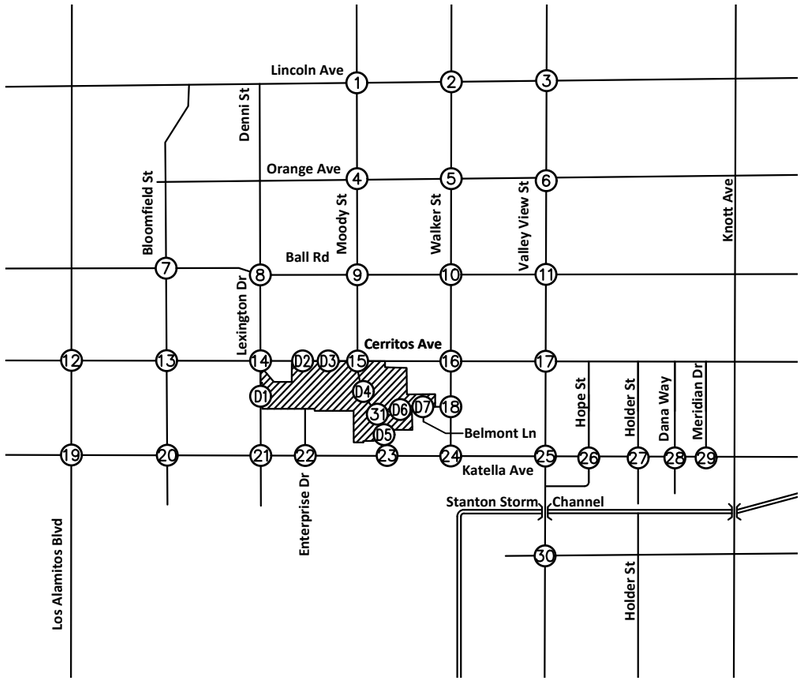


FIGURE 6B
PROJECT TRIP DISTRIBUTION - COMMERCIAL/RETAIL



NOT TO SCALE

1. Lincoln Ave at Moody St	2. Lincoln Ave at Walker St	3. Lincoln Ave at Valley View St	4. Orange Ave at Moody St
←32/90 ←3/7 ←3/6 8/4 → 15/45 ↘ 16/24 ↑ 71/53 ↑ 7/4 ↑	↙3/6 ←13/39 ←3/7 ←12/31 7/4 ↗ 8/4 → 29/23 → 21/13 ↑	↙4/9 ←44/124 ←11/29 ←2/6 11/6 ↗ 18/11 → 95/75 → 6/9 ↑	←50/141 94/81 →

5. Orange Ave at Walker St	6. Orange Ave at Valley View St	7. Ball Rd at Bloomfield St	8. Ball Rd at Denni St	9. Ball Rd at Moody St	10. Ball Rd at Walker St	11. Ball Rd at Valley View St	12. Cerritos Ave at Los Alamitos Blvd
←25/69 49/36 →	←46/130 101/84 →	←1/3 ←1/5 ←15/10 7/18 → 2/5 ↘ 5/3 ↑ 3/2 →	←3/7 ←11/7 5/13 → 3/10 ↘ 4/3 ↑ 8/4 ↑	←50/141 ←6/15 5/13 ↘ 11/7 ↑ 94/81 ↑ 18/9 ↑	↙2/6 ←23/64 ←4/9 ←8/21 7/3 ↗ 11/6 → 43/33 → 19/13 ↑	↙7/16 ←39/114 ←5/14 ←2/5 22/11 ↗ 8/8 → 79/73 → 6/3 ↑	↙3/7 ←15/7 ←85/57 ←7/3 38/99 → 2/6 ↑

13. Cerritos Ave at Bloomfield St	14. Cerritos Ave at Lexington Dr / Denni St	15. Cerritos Ave at Moody St	16. Cerritos Ave at Walker St	17. Cerritos Ave at Valley View St	18. Vessels Circle at Walker St
↙3/7 ←8/4 ←106/68 ←15/8 43/111 → 5/13 ↑	←1/3 ↙5/14 ←9/5 ←116/73 ←15/24 47/119 → 5/12 ↘ 14/7 ↑ 3/2 → 27/18 ↑	↙15/35 ←46/135 ←22/36 ←11/46 41/22 ↗ 62/18 → 33/105 ↘ 73/68 ↑ 81/75 ↑ 37/35 ↑	↙5/13 ↙26/72 ←29/69 ←42/128 16/8 ↗ 83/44 → 46/38 ↑ 69/80 ↑	↙41/119 ←19/54 85/76 ↗ 39/32 → 28/16 ↘ 10/24 ↑	↙68/200 115/118 ↗ 37/41 ↘ 20/66 ↑

LEGEND:

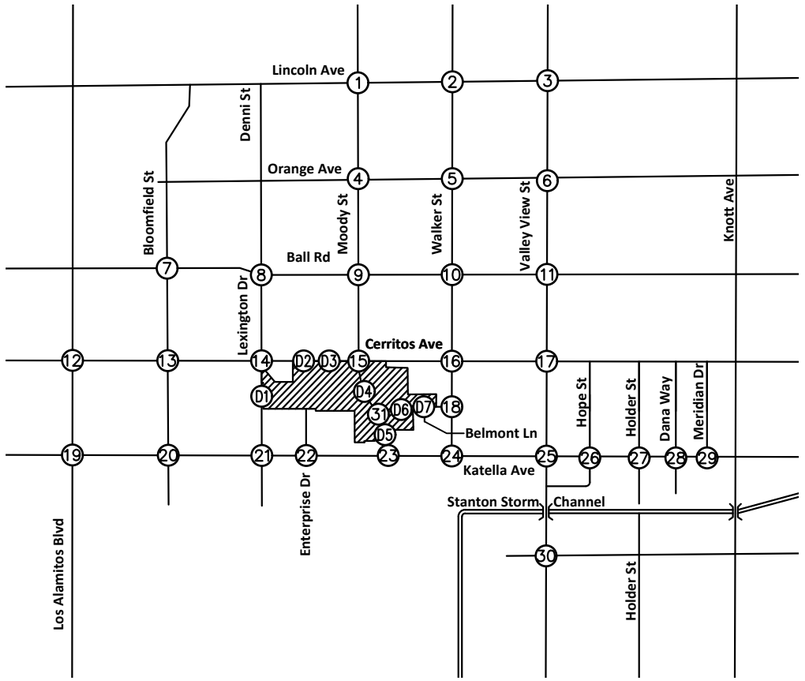
= Buildout Area

Ⓧ = Study Intersection

XX/YY = AM/PM Volumes

FIGURE 7A
PROJECT-RELATED PEAK HOUR TRAFFIC VOLUMES

Kimley»Horn



NOT TO SCALE

19. Katella Ave at Los Alamitos Blvd	20. Katella Ave at Bloomfield St	21. Katella Ave at Lexington Dr	22. Katella Ave at Enterprise Dr	23. Katella Ave at Siboney St
↖ 7/3 2/6 ↗ 36/87 → ← 88/55 ← 36/27 16/45 ↗	↖ 15/8 5/13 ↗ 46/120 → ← 109/74	↖ 23/12 ↖ 15/8 ↗ 5/12 ← 86/62 8/20 ↗ 38/100 →	← 91/74 53/109 →	↖ 86/102 ↖ 58/93 ↗ 34/135 ← 5/–25 38/137 ↗ 15/–29 →

24. Katella Ave at Walker St	25. Katella Ave at Valley View St	26. Katella Ave at Hope St	27. Katella Ave at Holder St	28. Katella Ave at Dana Way/Yamaha Way	29. Katella Ave at Meridian Dr	30. Orangewood Ave at Valley View St	31. Vessels Circle at Moody St
↖ 37/41 ↗ 20/66 ← 40/110 72/61 →	← 22/13 ↖ 7/3 ↗ 2/6 ← 20/61 37/36 → 72/66 ↘ 40/115 ↑ 8/18 →	← 22/67 44/39 →	← 22/67 44/39 →	← 22/67 44/39 →	← 22/67 44/39 →	← 94/79 48/133 →	↖ 27/74 ↖ 27/47 ↖ 30/100 ↗ 43/69 ← 26/68 ← 34/36 45/37 ↗ 44/39 → 10/10 ↘ 7/17 ↑ 18/45 ↑ 17/46 ↑

D1. Driveway 1 at Lexington Dr	D2. Driveway 2 at Cerritos Ave	D3. Driveway 3 at Cerritos Ave	D4. Driveway 4 at Moody St	D5. Driveway 5 at Moody St	D6. Driveway 6 at Vessels Circle	D7. Driveway 7 at Vessels Cir / Belmont Ln
← 7/3 ← 15/35 ↗ 41/21 ← 31/17 2/6 ↑ 11/26 ↑	← 109/85 ↖ 14/32 67/125 → 11/26 ↘ 31/16 ↑ 38/20 ↑	← 95/103 ↖ 15/34 95/123 → 10/23 ↘ 27/14 ↑ 41/22 ↑	↖ 16/39 ↖ 60/176 ↖ 14/39 ↗ 47/23 46/24 ↗ 24/13 ↘ 9/20 ↑ 98/97 ↑	↖ 4/13 ↖ 61/45 ↖ 6/19 ↗ 11/11 ← 39/24 4/7 ↗ 44/46 ↘ 27/73 ↑ 27/73 ↑ 18/52 ↑	↖ 19/9 ↖ 26/13 ↗ 8/23 ← 66/131 ← 15/45 5/16 ↗ 78/130 → 8/24 ↘ 18/16 ↑ 31/30 ↑	↖ 35/47 ↖ 44/68 ↗ 34/114 ← 54/152 27/82 ↘ 108/91 →

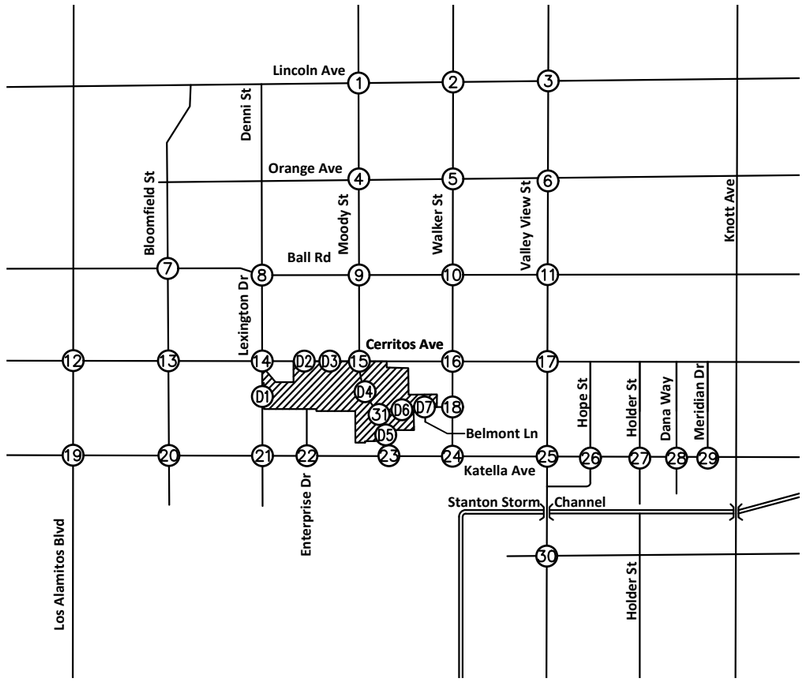
LEGEND:

= Buildout Area

Ⓧ = Study Intersection

XX/YY = AM/PM Volumes

FIGURE 7B
PROJECT-RELATED PEAK HOUR TRAFFIC VOLUMES



NOT TO SCALE

31. Vessels Circle at Moody St	D1. Driveway 1 at Lexington Dr	D2. Driveway 2 at Cerritos Ave	D3. Driveway 3 at Cerritos Ave	D4. Driveway 4 at Moody St	D5. Driveway 5 at Moody St	D6. Driveway 6 at Vessels Circle	D7. Driveway 7 at Vessels Circle
← 5/57 ← 3/24 ↙ 4/46 ↖ 2/73 ← 1/32 ↖ 0/2 2/68 → 2/39 → 0/21 ↑ 0/1 ↗			1/0 ↗	← 1/0 ↖ 2/9 8/118 ↘ 4/149 ↗ 0/13 ↗	↙ 3/26 ↖ 0/22 ← 1/7 0/9 →	← 1/13 ← 0/4 ↙ 0/10 ↖ 0/6 ← 1/61 ↖ 0/5 1/22 ↗ 2/48 → 3/16 ↘ 1/32 ↑ 0/8 → 0/5 ↗	← 1/71 2/63 ↗

LEGEND:

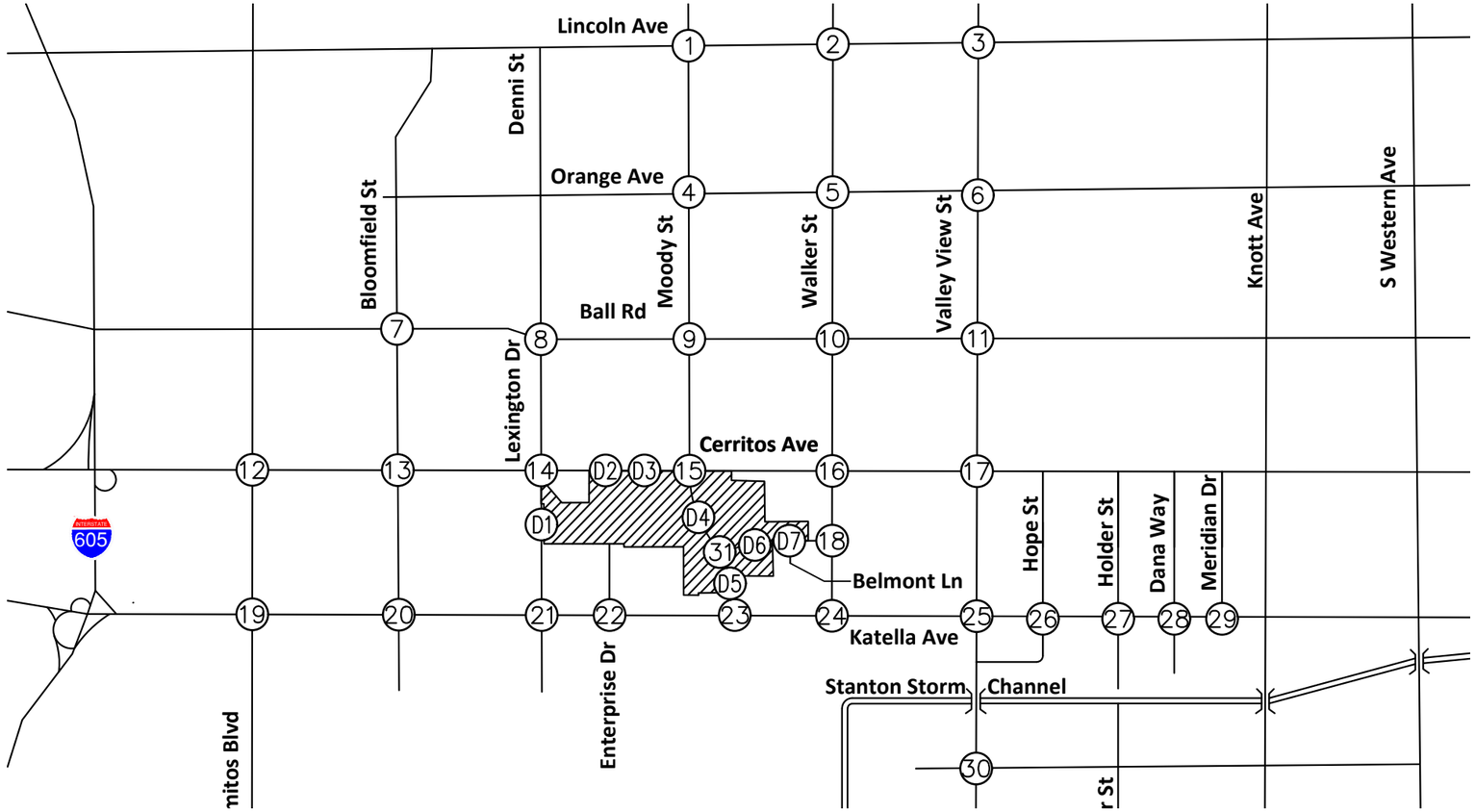
= Buildout Area

(X) = Study Intersection

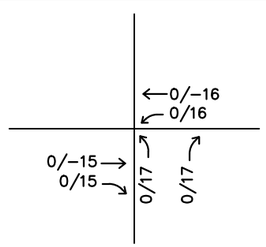
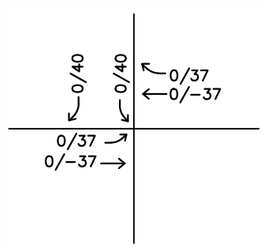
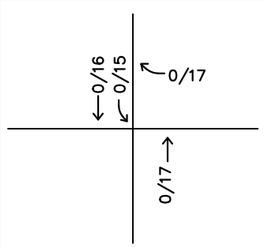
XX/YY = AM/PM Volumes

FIGURE 8
INTERNAL CAPTURE TRAFFIC VOLUMES

Kimley»Horn



NOT TO SCALE

15. Cerritos Ave at Moody St	23. Katella Ave at Siboney St	31. Vessels Circle at Moody St
		

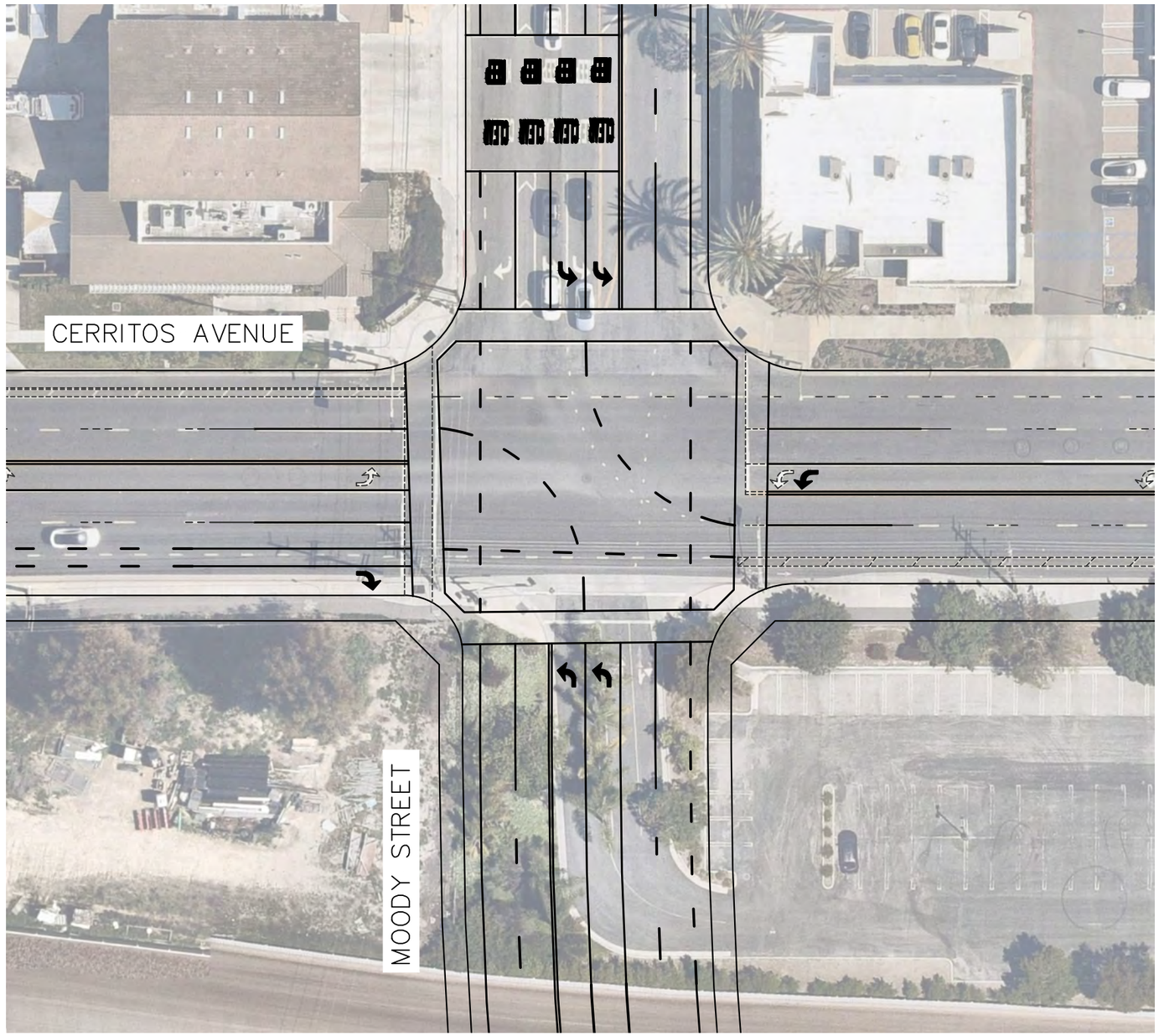
LEGEND:

= Buildout Area

= Study Intersection

XX/YY = AM/PM Volumes

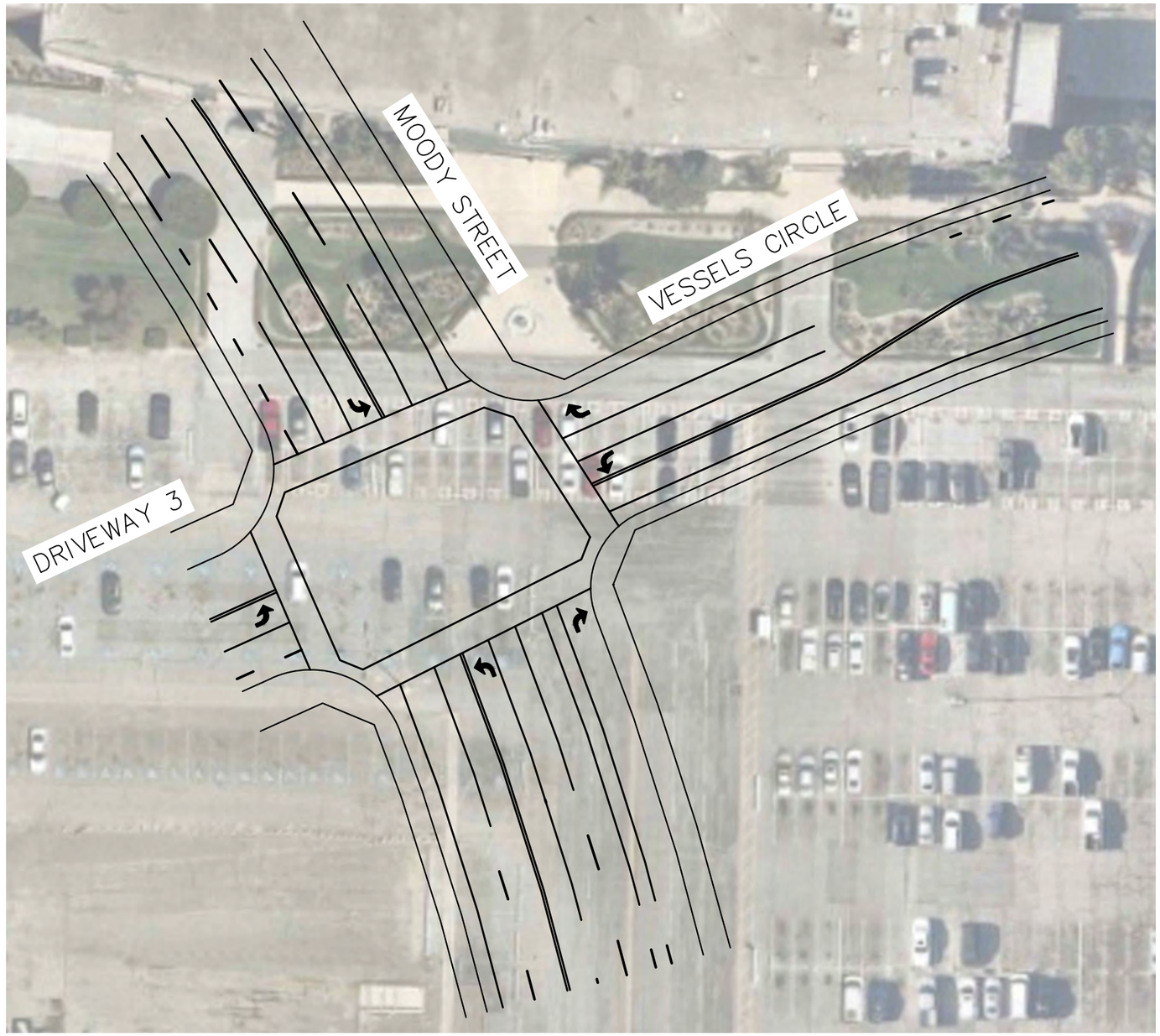
FIGURE 9
PASS-BY TRAFFIC VOLUMES



NOT TO SCALE

NOTE: MODIFY TRAFFIC SIGNAL

FIGURE 10
MOODY STREET AT CERRITOS AVENUE CONCEPT PLAN



NOT TO SCALE

FIGURE 11
MOODY STREET AT VESSELS CIRCLE CONCEPT PLAN

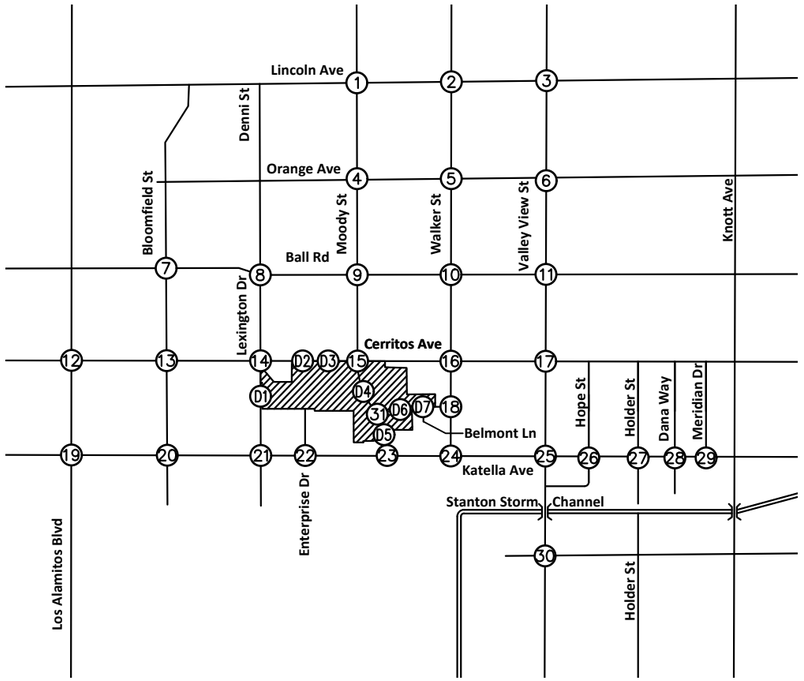
Existing Plus Project Peak Hour Analysis (With Moody Street Extension)

Project-related trips were added to existing traffic volumes to forecast Existing Plus Project Conditions. Morning and evening peak hour traffic volumes for this scenario are shown on **Figures 12A** and **12B**. A summary of the resulting intersection Level of Service is provided on **Tables 4A** and **4B**. Intersection analysis worksheets are provided in ***Appendix B*** hereto. These Tables show that, during the noted peak hour, no study intersections in both the City of Cypress and City of Los Alamitos would operate unacceptably with the addition of project traffic pursuant to the Cypress or Los Alamitos Circulation Element, as applicable.

However, pursuant to the Cypress Transportation Guidelines, a project-related traffic effect is considered deficient under the HCM methodology if the increase in delay exceeds the City's applicable threshold of deficiency. While the following intersections operate acceptably pursuant to the Cypress Circulation Element, the addition of project traffic at those intersections increases the intersection delay, during the noted peak hours, beyond the relevant thresholds of deficiency and are considered to have project-related effects, as shown on **Table 4A**:

- HCM Methodology:
  - #16 – Cerritos Avenue at Walker Street: PM Peak
  - #17 – Cerritos Avenue at Valley View Street: PM Peak
  - #18 – Vessels Circle at Walker Street: PM Peak
  - #23 – Katella Avenue at Siboney Street: PM Peak
  - #25 – Katella Avenue at Valley View: PM Peak.

With respect to the ICU analysis for Existing Plus Project, all study intersections would operate acceptably pursuant to both the Cypress Circulation Element and Los Alamitos Circulation Element. Therefore, the Project would not have a project-related effect under the ICU methodology at any of the study intersections.



NOT TO SCALE

1. Lincoln Ave at Moody St	2. Lincoln Ave at Walker St	3. Lincoln Ave at Valley View St	4. Orange Ave at Moody St
182/173 ← 783/784 ← 165/152 ← 161/144 ← 572/605 ← 89/86 135/129 → 500/638 → 123/160 → 172/158 ↑ 636/803 ↑ 109/110 ↗	128/123 ← 527/673 ← 134/128 ← 135/166 ← 551/632 ← 98/160 102/149 → 624/689 → 59/73 → 68/41 ↑ 430/659 ↑ 130/130 ↗	146/149 ← 1264/1206 ← 133/211 ← 117/113 ← 537/563 ← 195/250 199/245 → 388/532 → 143/178 → 131/194 ↑ 956/1464 ↑ 103/170 ↗	92/72 ← 699/816 ← 149/122 ← 95/97 ← 404/235 ← 62/60 128/75 → 461/218 → 140/53 → 114/56 ↑ 534/938 ↑ 122/100 ↗

5. Orange Ave at Walker St	6. Orange Ave at Valley View St	7. Ball Rd at Bloomfield St	8. Ball Rd at Denni St	9. Ball Rd at Moody St	10. Ball Rd at Walker St	11. Ball Rd at Valley View St	12. Cerritos Ave at Los Alamitos Blvd
99/71 ← 568/655 ← 80/116 ← 75/73 ← 506/314 ← 91/83 92/72 → 567/384 → 112/94 → 91/93 ↑ 509/745 ↑ 139/140 ↗	95/111 ← 1205/1295 ← 82/123 ← 102/153 ← 366/282 ← 117/154 137/116 → 356/326 → 281/152 → 172/168 ↑ 1071/1640 ↑ 111/158 ↗	154/113 ← 339/267 ← 85/52 ← 115/81 ← 680/746 ← 123/140 99/237 → 563/817 → 255/145 → 137/175 ↑ 232/499 ↑ 66/107 ↗	98/41 ← 228/105 ← 175/32 ← 165/62 ← 685/810 ← 79/89 17/21 → 613/893 → 105/72 → 106/110 ↑ 255/214 ↑ 89/141 ↗	115/25 ← 721/245 ← 157/42 ← 143/47 ← 818/818 ← 75/102 99/33 → 841/872 → 148/72 → 88/114 ↑ 435/294 ↑ 116/147 ↗	100/116 ← 518/506 ← 135/179 ← 180/282 ← 771/715 ← 63/93 124/146 → 789/681 → 122/51 → 84/33 ↑ 331/541 ↑ 76/59 ↗	134/184 ← 1198/1275 ← 104/153 ← 90/100 ← 643/575 ← 280/199 224/231 → 593/588 → 177/198 → 223/300 ↑ 1031/1646 ↑ 102/171 ↗	108/71 ← 640/502 ← 133/118 ← 144/144 ← 713/718 ← 245/293 120/126 → 803/848 → 120/125 → 140/163 ↑ 543/725 ↑ 291/354 ↗

13. Cerritos Ave at Bloomfield St	14. Cerritos Ave at Lexington Dr / Denni St	15. Cerritos Ave at Moody St	16. Cerritos Ave at Walker St	17. Cerritos Ave at Valley View St	18. Vessels Circle at Walker St
124/104 ← 559/365 ← 146/111 ← 103/177 ← 838/767 ← 198/122 40/143 → 684/929 → 144/101 → 235/68 ↑ 323/506 ↑ 208/171 ↗	129/99 ← 77/18 ← 136/112 ← 135/182 ← 861/872 ← 75/35 83/155 → 715/1058 → 87/23 → 81/41 ↑ 102/126 ↑ 69/55 ↗	296/166 ← 197/285 ← 426/312 ← 188/325 ← 656/622 ← 173/149 148/251 → 588/774 → 259/211 → 136/379 ↑ 159/373 ↑ 86/165 ↗	57/37 ← 341/378 ← 186/166 ← 92/38 ← 859/937 ← 144/278 38/56 → 856/1032 → 209/164 → 108/117 ↑ 181/320 ↑ 139/199 ↗	308/346 ← 1331/1152 ← 124/142 ← 129/110 ← 643/693 ← 108/110 179/339 → 505/764 → 378/257 → 222/361 ↑ 1019/1768 ↑ 61/179 ↗	117/354 ← 499/575 286/156 → 208/251 → 59/424 ↑ 316/439 ↑

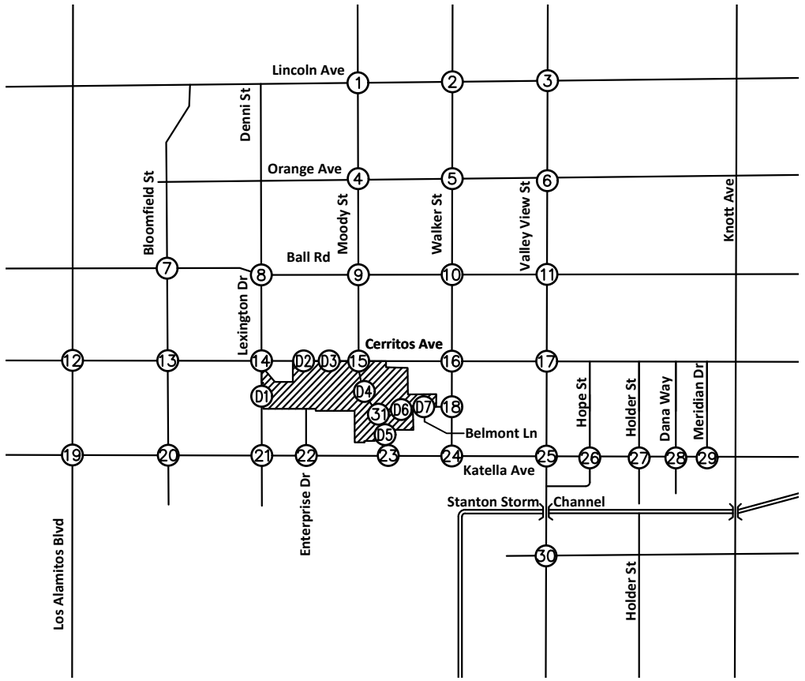
LEGEND:

= Buildout Area

Ⓧ = Study Intersection

XX/YY = AM/PM Volumes

FIGURE 12A
EXISTING PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES



NOT TO SCALE

19. Katella Ave at Los Alamitos Blvd	20. Katella Ave at Bloomfield St	21. Katella Ave at Lexington Dr	22. Katella Ave at Enterprise Dr	23. Katella Ave at Siboney St
170/85 ← 667/581 ← 166/4 ↖ ; 137/3 ← 1297/115 ← 443/55 ↖	419/340 ← 182/136 ← 160/215 ↖ ; 203/198 ← 1123/1507 ← 36/53 ↖	126/45 ← 87/67 ↖ ; 104/80 ← 1125/1499 ← 124/140 ↖	17/23 ↖ ; 11/24 ← 1202/1549 ← 11/11 ↖	168/152 ← 201/187 ↖ ; 68/213 ← 1323/1581 ← 38/98 ↖
261/47 ↘ ; 296/332 → 974/433 → 415/66 ↗	349/325 ↘ ; 92/82 → 334/122 → 10/24 ↗	115/75 ↘ ; 107/144 → 77/26 → 82/242 ↗	1096/1739 → ; 2/0 → 9/12 ↗	125/305 ↘ ; 51/82 → 10/12 → 47/61 ↗
1476/108 →	1309/1500 →	1109/1618 →		1229/1664 →
281/176 ↘	35/83 ↘	142/73 ↘	8/11 ↘	32/62 ↘

24. Katella Ave at Walker St	25. Katella Ave at Valley View St	26. Katella Ave at Hope St	27. Katella Ave at Holder St	28. Katella Ave at Dana Way/Yamaha Way	29. Katella Ave at Meridian Dr	30. Orangewood Ave at Valley View St	31. Vessels Circle at Moody St
94/210 ← 372/451 ↖ ; 302/370 ← 1220/1555 ← 1/1 ↖	288/274 ← 1129/1175 ← 211/172 ↖ ; 148/199 ← 643/912 ← 139/259 ↖	5/55 ← 0/1 ← 3/59 ↖ ; 41/10 ← 957/1244 ← 37/10 ↖	91/100 ← 6/2 ← 71/165 ↖ ; 89/156 ← 960/1053 ← 19/6 ↖	18/42 ← 9/21 ↖ ; 12/7 ← 1039/1154 ← 23/15 ↖	27/29 ← 6/1 ← 51/34 ↖ ; 82/8 ← 959/1159 ← 19/12 ↖	39/131 ← 1750/1894 ← 187/334 ↖ ; 433/338 ← 18/31 ← 84/68 ↖	32/131 ← 245/204 ← 357/374 ↖ ; 123/643 ← 27/100 ← 44/49 ↖
120/231 ↘ ; 0/9 ↑ 0/2 ↑ 0/1 ↑	216/317 ↘ ; 648/665 ↑ 1113/1579 ↑ 166/173 ↑	29/10 ↘ ; 2/31 ↑ 1/2 ↑ 4/36 ↑	37/76 ↘ ; 3/26 ↑ 1/13 ↑ 2/15 ↑	21/18 ↘ ; 10/16 ↑ 8/19 ↑	79/16 ↘ ; 25/24 ↑ 4/1 ↑ 6/10 ↑	95/121 ↘ ; 23/10 ↑ 1661/2019 ↑ 78/109 ↑	47/105 ↘ ; 7/17 ↑ 130/304 ↑ 36/67 ↑
1200/1594 →	706/903 →	974/1276 →	816/1289 →	850/1502 →	715/1498 →	35/26 →	46/78 →
0/3 ↘	523/753 ↘	30/4 ↘	18/9 ↘	29/10 ↘	44/12 ↘	15/31 ↘	10/10 ↘

D1. Driveway 1 at Lexington Dr	D2. Driveway 2 at Cerritos Ave	D3. Driveway 3 at Cerritos Ave	D4. Driveway 4 at Moody St	D5. Driveway 5 at Moody St	D6. Driveway 6 at Vessels Circle	D7. Driveway 7 at Vessels Cir / Belmont Ln
182/95 ← 15/35 ↖ ; 41/21 ← 31/17 ↖	← 1087/1113 ← 14/32 ↖	← 1073/1131 ← 15/34 ↖	16/39 ← 599/537 ← 14/39 ↖ ; 47/23 ← 2/9 ↖	4/13 ← 286/189 ← 9/45 ↖ ; 11/33 ← 1/7 ← 39/24 ↖	20/22 ← 0/4 ← 26/23 ↖ ; 8/29 ← 155/704 ← 15/50 ↖	36/118 ↖ ; 34/114 ← 142/664 ← 14/48 ↖
285/155 ↑ 11/26 ↑	925/1216 → 11/26 ↘ ; 31/16 ↑ 38/20 ↑	953/1214 → 10/23 ↘ ; 27/14 ↑ 42/22 ↑	46/24 ↘ 32/131 ↘ ; 13/169 ↑ 288/836 ↑ 0/13 ↑	4/7 ↘ 0/9 → 44/46 ↘ ; 27/73 ↑ 158/331 ↑ 18/52 ↑	6/38 ↘ 422/426 → 11/40 ↘ ; 19/48 → 0/8 ↑ 31/35 ↑	29/145 ↘ 450/339 → ; 48/28 ↑

LEGEND:

= Buildout Area

= Study Intersection

XX/YY = AM/PM Volumes

FIGURE 12B
EXISTING PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

TABLE 4A
SUMMARY OF INTERSECTION OPERATION
EXISTING PLUS PROJECT (WITH EXTENSIONS)

HCM Methodology

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Change in Delay	Project-Related Effect?	Without Project		With Project		Change in Delay	Project-Related Effect?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	Lincoln Ave at Moody St	S	40.1	D	41.9	D	1.8	No	41.6	D	45.1	D	3.5	No
2	Lincoln Ave at Walker St	S	34.3	C	35.0	C	0.7	No	37.7	D	39.6	D	1.9	No
3	Lincoln Ave at Valley View St	S	32.0	C	32.7	C	0.7	No	41.9	D	43.0	D	1.1	No
4	Orange Ave at Moody St	S	27.1	C	27.0	C	-0.1	No	20.7	C	20.6	C	-0.1	No
5	Orange Ave at Walker St	S	36.3	D	36.1	D	-0.2	No	30.2	C	29.9	C	-0.3	No
6	Orange Ave at Valley View St	S	35.4	D	35.6	D	0.2	No	34.6	C	35.3	D	0.7	No
7	Ball Rd at Bloomfield St	S	25.4	C	25.6	C	0.2	No	25.7	C	25.9	C	0.2	No
8	Ball Rd at Denni St	S	24.7	C	24.8	C	0.1	No	22.0	C	22.2	C	0.2	No
9	Ball Rd at Moody St	S	35.9	D	37.3	D	1.4	No	22.1	C	25.3	C	3.2	No
10	Ball Rd at Walker St	S	33.3	C	34.8	C	1.5	No	37.7	D	40.1	D	2.4	No
11	Ball Rd at Valley View St	S	50.8	D	51.2	D	0.4	No	47.7	D	49.5	D	1.8	No
12	Cerritos Ave at Los Alamitos Blvd	S	N/A	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A	N/A	N/A	No
13	Cerritos Ave at Bloomfield St	S	N/A	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A	N/A	N/A	No
14	Cerritos Ave at Lexington Dr/ Denni St	S	20.5	C	21.4	C	0.9	No	18.0	B	19.1	B	1.1	No
15	Cerritos Ave at Moody St	S	28.9	C	28.1	C	-0.8	No	37.8	D	30.2	C	-7.5	No
16	Cerritos Ave at Walker St	S	24.7	C	27.8	C	3.1	No	28.1	C	37.3	D	9.2	**Yes**
17	Cerritos Ave at Valley View St	S	40.5	D	43.1	D	2.6	No	49.8	D	59.8	E	10.0	**Yes**
18	Vessels Circle at Walker St	S	12.2	B	14.6	B	2.4	No	12.3	B	23.5	C	11.2	**Yes**
19	Katella Ave at Los Alamitos Blvd	S	N/A	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A	N/A	N/A	No
20	Katella Ave at Bloomfield St	S	N/A	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A	N/A	N/A	No
21	Katella Ave at Lexington Dr	S	29.8	C	30.4	C	0.6	No	36.1	D	37.2	D	1.1	No
22	Katella Ave at Enterprise Dr	U	19.6	C	21.1	C	1.5	No	21.2	C	22.9	C	1.7	No
23	Katella Ave at Siboney St	S	18.5	B	24.3	C	5.8	No	20.3	C	28.3	C	8.0	**Yes**
24	Katella Ave at Walker St	S	17.5	B	18.1	B	0.6	No	23.3	C	24.3	C	1.0	No
25	Katella Ave at Valley View St	S	42.7	D	42.8	D	0.1	No	46.1	D	51.3	D	5.2	**Yes**
26	Katella Ave at Hope St	S	6.4	A	6.4	A	0.0	No	11.9	B	11.8	B	-0.1	No
27	Katella Ave at Holder St	S	12.0	B	11.8	B	-0.2	No	14.8	B	14.6	B	-0.2	No
28	Katella Ave at Dana Way	S	5.7	A	5.6	A	-0.1	No	6.4	A	6.4	A	0.0	No
29	Katella Ave at Meridian Dr	S	8.9	A	8.9	A	0.0	No	6.5	A	6.5	A	0.0	No
30	Orangewood Ave at Valley View St	S	30.3	C	30.7	C	0.4	No	35.3	D	37.9	D	2.6	No
31	Vessels Circle at Moody St	S	22.5	C	23.3	C	0.9	No	18.1	B	21.9	C	3.8	No
D1	Driveway 1 at Lexington Dr	U	-	-	11.4	B	-	No	-	-	10.0	B	-	No
D2	Driveway 2 at Cerritos Ave	U	-	-	18.1	C	-	No	-	-	21.4	C	-	No
D3	Driveway 3 at Cerritos Ave	U	-	-	17.7	C	-	No	-	-	20.5	C	-	No
D4	Driveway 4 at Moody St	U	-	-	15.0	C	-	No	-	-	19.4	C	-	No
D5	Driveway 5 at Moody St	U	-	-	12.0	B	-	No	-	-	15.0	B	-	No
D6	Driveway 6 at Vessels Circle	U	-	-	12.1	B	-	No	-	-	24.1	C	-	No
D7	Driveway 7 / Belmont Ln at Vessels Circle	U	-	-	12.7	B	-	No	-	-	23.9	C	-	No

Notes:
- S = Signalized- U = Unsignalized
- HCM = Highway Capacity Manual
- LOS = Level of Service
- Intersection operation is expressed in average seconds of delay (del/veh) ratio for HCM methodology.
- HCM Methodology for Signalized intersections in City of Los Alamitos is Not Applicable and noted as N/A.

TABLE 4B
SUMMARY OF INTERSECTION OPERATION
EXISTING PLUS PROJECT (WITH EXTENSIONS)

ICU Methodology

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Impact	Project-Related Effect?	Without Project		With Project		Project Impact	Project-Related Effect?
			ICU	LOS	ICU	LOS			ICU	LOS	ICU	LOS		
1	Lincoln Ave at Moody St	S	0.696	B	0.717	C	0.021	No	0.716	C	0.736	C	0.020	No
2	Lincoln Ave at Walker St	S	0.547	A	0.568	A	0.021	No	0.668	B	0.683	B	0.015	No
3	Lincoln Ave at Valley View St	S	0.621	B	0.638	B	0.017	No	0.697	B	0.718	C	0.021	No
4	Orange Ave at Moody St	S	0.594	A	0.609	B	0.015	No	0.566	A	0.591	A	0.025	No
5	Orange Ave at Walker St	S	0.596	A	0.605	B	0.009	No	0.581	A	0.591	A	0.010	No
6	Orange Ave at Valley View St	S	0.662	B	0.671	B	0.009	No	0.685	B	0.702	C	0.017	No
7	Ball Rd at Bloomfield St	S	0.669	B	0.676	B	0.007	No	0.662	B	0.668	B	0.006	No
8	Ball Rd at Denni St	S	0.541	A	0.547	A	0.006	No	0.527	A	0.535	A	0.008	No
9	Ball Rd at Moody St	S	0.698	B	0.720	C	0.022	No	0.523	A	0.563	A	0.040	No
10	Ball Rd at Walker St	S	0.664	B	0.678	B	0.014	No	0.641	B	0.660	B	0.019	No
11	Ball Rd at Valley View St	S	0.690	B	0.709	C	0.019	No	0.707	C	0.742	C	0.035	No
12	Cerritos Ave at Los Alamitos Blvd	S	0.857	D	0.878	D	0.021	No	0.859	D	0.897	D	0.038	No
13	Cerritos Ave at Bloomfield St	S	0.677	B	0.693	B	0.016	No	0.659	B	0.688	B	0.029	No
14	Cerritos Ave at Lexington Dr/ Denni St	S	0.496	A	0.545	A	0.049	No	0.558	A	0.588	A	0.030	No
15	Cerritos Ave at Moody St	S	0.592	A	0.601	B	0.009	No	0.802	D	0.755	C	-0.047	No
16	Cerritos Ave at Walker St	S	0.485	A	0.548	A	0.063	No	0.529	A	0.650	B	0.121	No
17	Cerritos Ave at Valley View St	S	0.704	C	0.746	C	0.042	No	0.813	D	0.864	D	0.051	No
18	Vessels Circle at Walker St	S	0.378	A	0.489	A	0.111	No	0.672	B	0.808	D	0.136	No
19	Katella Ave at Los Alamitos Blvd	S	0.716	C	0.734	C	0.018	No	0.297	A	0.311	A	0.014	No
20	Katella Ave at Bloomfield St	S	0.704	C	0.726	C	0.022	No	0.708	C	0.729	C	0.021	No
21	Katella Ave at Lexington Dr	S	0.478	A	0.499	A	0.021	No	0.649	B	0.676	B	0.027	No
22	Katella Ave at Enterprise Dr	U	-	-	-	-	-	-	-	-	-	-	-	-
23	Katella Ave at Siboney St	S	0.432	A	0.475	A	0.043	No	0.565	A	0.621	B	0.056	No
24	Katella Ave at Walker St	S	0.442	A	0.462	A	0.020	No	0.556	A	0.591	A	0.035	No
25	Katella Ave at Valley View St	S	0.629	B	0.648	B	0.019	No	0.703	C	0.735	C	0.032	No
26	Katella Ave at Hope St	S	0.285	A	0.294	A	0.009	No	0.322	A	0.330	A	0.008	No
27	Katella Ave at Holder St	S	0.324	A	0.329	A	0.005	No	0.367	A	0.375	A	0.008	No
28	Katella Ave at Dana Way	S	0.312	A	0.316	A	0.004	No	0.419	A	0.427	A	0.008	No
29	Katella Ave at Meridian Dr	S	0.358	A	0.362	A	0.004	No	0.407	A	0.415	A	0.008	No
30	Orangewood Ave at Valley View St	S	0.653	B	0.663	B	0.010	No	0.764	C	0.791	C	0.027	No
31	Vessels Circle at Moody St	S	0.284	A	0.351	A	0.067	No	0.420	A	0.567	A	0.147	No
D1	Driveway 1 at Lexington Dr	U	-	-	-	-	-	-	-	-	-	-	-	-
D2	Driveway 2 at Cerritos Ave	U	-	-	-	-	-	-	-	-	-	-	-	-
D3	Driveway 3at Cerritos Ave	U	-	-	-	-	-	-	-	-	-	-	-	-
D4	Driveway 4 at Moody St	U	-	-	-	-	-	-	-	-	-	-	-	-
D5	Driveway 5 at Moody St	U	-	-	-	-	-	-	-	-	-	-	-	-
D6	Driveway 6 at Vessels Circle	U	-	-	-	-	-	-	-	-	-	-	-	-
D7	Driveway 7 / Belmont Ln at Vessels Circle	U	-	-	-	-	-	-	-	-	-	-	-	-

Notes:
- S = Signalized- U = Unsignalized
- ICU = Intersection Capacity Utilization
- LOS = Level of Service
- Intersection operation is expressed in terms of volume-to-capacity (V/C) ratio using the ICU methodology.
- * Exempt from City of Los Alamitos LOS D standard per Mobility and Circulation Element, Policy 1.4 (Level of Service)

FUTURE CONDITIONS

Future traffic forecasts have been developed to evaluate Buildout Year 2038 (Cumulative Conditions) for the anticipated project Buildout Year, which is estimated to occur in 2038. Buildout Year 2038 traffic forecast volumes were developed using the following approach.

Buildout Year 2038 Traffic Forecasts

Ambient Growth

The cumulative forecasts for Buildout Year 2038 were developed using the "build-up" process, starting with adding a background, or ambient, growth factor to existing peak hour volumes at the study intersections. While the ambient growth rate for the Cypress and Los Alamitos areas typically has been assumed to be one-half percent per year (due to the relatively limited amount of development in the surrounding area), for purposes of this study, an ambient growth rate of 1 percent per year (compounded) was applied to conservatively account for growth in surrounding areas.

Cumulative Projects

In addition to ambient growth, Cumulative Project traffic volumes from reasonably foreseeable projects in the vicinity of the Buildout Area were included in the Buildout Year 2038 baseline traffic volumes. Reasonably foreseeable projects consist of projects that are approved but not yet built, as well as projects that are in various stages of the application and approval process but have not yet been approved.

Information regarding Cumulative Projects was obtained from the Cities of Cypress and Los Alamitos. The Cumulative Projects located in the project vicinity were considered in the Cumulative Conditions analysis, including projects in Cypress and Los Alamitos. The location of each of the Cumulative Projects relative to the Buildout Area is shown on **Figure 13**.

Project trip generation estimates for each of the Cumulative Projects were derived from approved traffic studies, to the extent available, or from calculations based on the ITE Trip Generation rates where approved studies were unavailable. A summary of the estimated Cumulative Projects trip generation is provided on **Table 5**. The distribution of Cumulative Project trips at the study intersections was based on approved traffic studies, to the extent available, or was estimated by Kimley-Horn where approved studies were unavailable. Cumulative Project trips at the study intersections are shown on **Figures 14A** and **14B**.

NOT TO SCALE

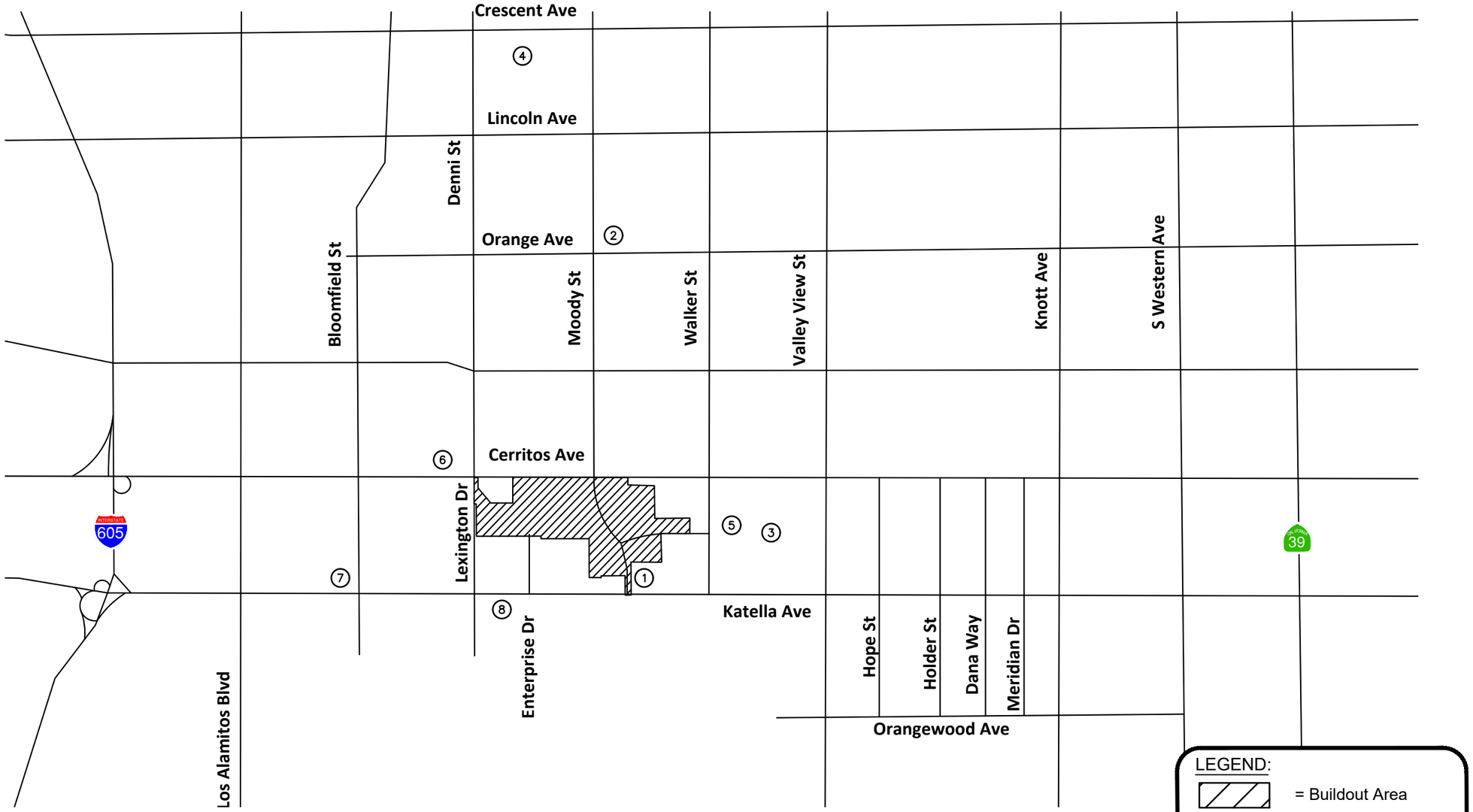


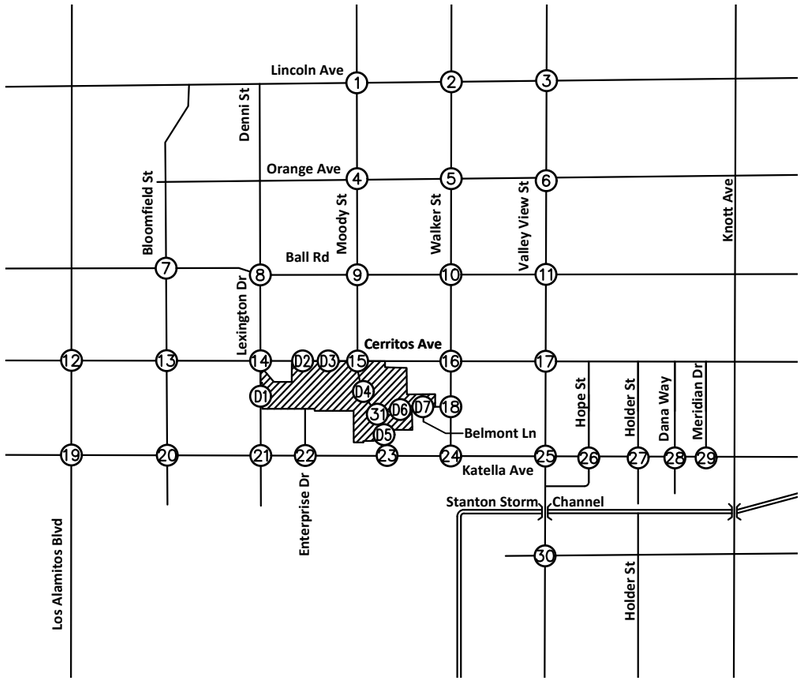
FIGURE 13
LOCATION OF CUMULATIVE PROJECTS

Kimley»Horn

TABLE 5
SUMMARY OF CUMULATIVE PROJECTS

Project #	Location	City	Land Use	Quantity	Unit	Trip Generation Estimates						
							AM Peak Hour			PM Peak Hour		
						Daily	In	Out	Total	In	Out	Total
1	Shea Properties Mixed Use Development (5155-5253 Katella Ave.)	Cypress	General Office Building	31.585	KSF	342	42	6	48	8	38	46
2	Melia Homes - Citrus Square (9470 Moody Street)	Cypress	Multifamily Housing (Mid-Rise)	98	DU	445	8	28	36	23	15	38
3	Goodman Commerce Center (5755 & 5885 Plaza Dr.)	Cypress	Warehousing	581.663	KSF	995	76	23	99	29	76	105
4	8561 Belmont Street	Cypress	Multifamily Housing (Low-Rise)	8	DU	54	1	2	3	3	2	5
5	LTP Modern Machine (10900 Walker Street)	Cypress	Warehousing	24.252	KSF	41	3	1	4	1	3	4
6	Sycamore Creek Charter School (4321 Cerritos Avenue)	Cypress	Private School (K-8)	340	Student	1,397	192	151	343	41	48	89
7	Los Alamitos Medical Center	Los Alamitos	Hospital	218	Bed	4,866	281	109	390	122	247	369
8	4562 Katella Avenue	Los Alamitos	General Office Building	5.20	KSF	56	7	1	8	1	6	7
Total Project Trips						**8,196**	**610**	**321**	**931**	**228**	**435**	**663**

KSF = Thousand Square Feet, DU = Dwelling Units
ADT = Average Daily Traffic



NOT TO SCALE

1. Lincoln Ave at Moody St	2. Lincoln Ave at Walker St	3. Lincoln Ave at Valley View St	4. Orange Ave at Moody St
←49/18 ↙15/7 ↗2/8 29/33→	←30/10 ↖1/4 15/7↘ ↗2/8 15/19↑ ↗5/2	↖1/3 ←89/29 ←0/1 ↖17/6 4/2↗ 1/0→ 42/56→ ↗9/10	←48/16 ↙1/2 3/2↘ 7/3→ 18/10↘ 26/31→ ↗2/8

5. Orange Ave at Walker St	6. Orange Ave at Valley View St	7. Ball Rd at Bloomfield St	8. Ball Rd at Denni St	9. Ball Rd at Moody St	10. Ball Rd at Walker St	11. Ball Rd at Valley View St	12. Cerritos Ave at Los Alamitos Blvd
←1/5 ↙45/16 6/3↗ 1/0↘ ↑1/5 ↑16/26	←106/35 51/66→	←10/3 ↙3/1 ↗4/3 ←3/2 1/2→ 2/5→	←4/2 1/2→ ↙3/1 ↑3/3	←4/2 ↙62/24 ←119/40 1/2↗ ↑27/37 ↑65/72	←24/8 ↙21/8 ↖1/0 ←95/32 ←24/1 13/14↗ 52/58→ ↑4/17 ↑4/16	←106/30 ↙0/5 ←13/3 ←0/1 51/66↗ 6/8→	←28/12 ↙32/8 ↗17/14 ←26/13 35/10→ 22/10↘ ↗8/19 ↗11/25

13. Cerritos Ave at Bloomfield St	14. Cerritos Ave at Lexington Dr / Denni St	15. Cerritos Ave at Moody St	16. Cerritos Ave at Walker St	17. Cerritos Ave at Valley View St	18. Vessels Circle at Walker St
←6/2 ↙4/1 ←43/27 ←125/52 67/18→ ↑2/5 ↑67/95	←1/1 ↙2/0 ↗3/1 ←281/88 ↖1/0 52/92→ 8/6↘ ↑4/15 ↑0/2 ↑0/1	←174/61 ↙7/3 ←49/10 92/109↗ 51/14→	←42/6 ↙3/3 ↗1/5 ←49/10 ←4/0 42/17→ 16/0↘ ↑7/28	←0/6 ←14/3 ←16/7 9/3→ 36/17↘ ↑40/12 ↑6/16	←62/6 ↑7/28

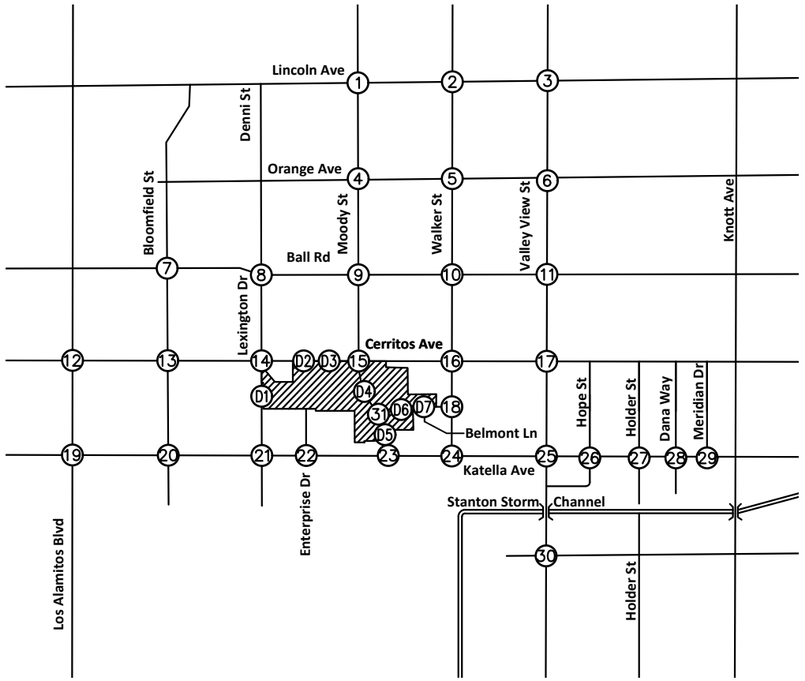
LEGEND:

= Buildout Area

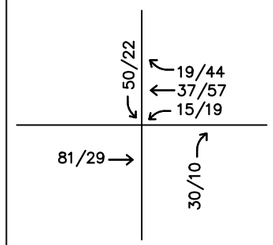
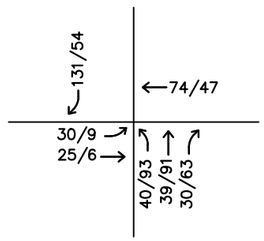
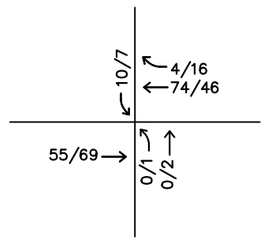
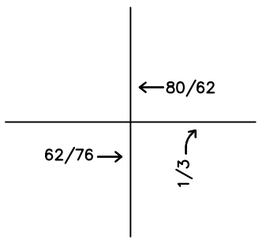
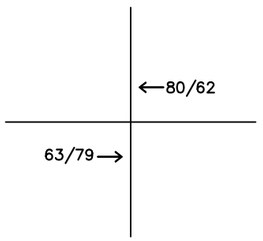
Ⓧ = Study Intersection

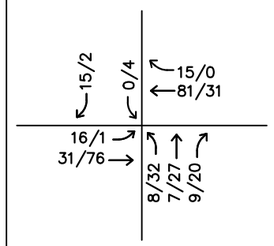
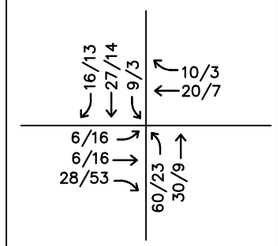
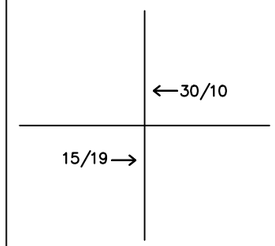
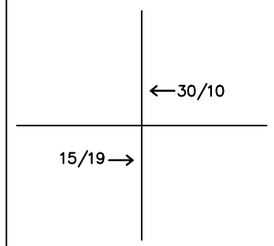
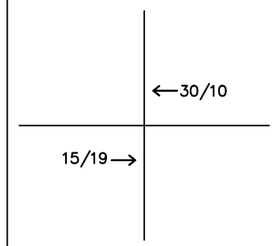
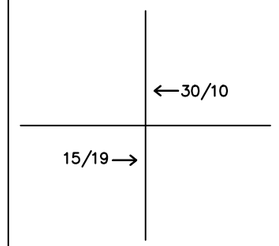
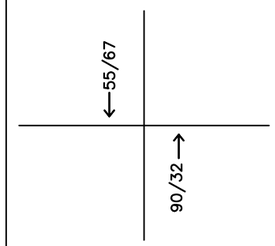
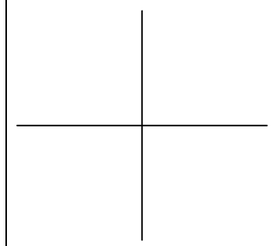
XX/YY = AM/PM Volumes

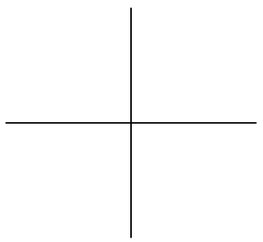
FIGURE 14A
CUMULATIVE PROJECTS PEAK HOUR TRAFFIC VOLUMES



NOT TO SCALE

19. Katella Ave at Los Alamitos Blvd	20. Katella Ave at Bloomfield St	21. Katella Ave at Lexington Dr	22. Katella Ave at Enterprise Dr	23. Katella Ave at Siboney St
				

24. Katella Ave at Walker St	25. Katella Ave at Valley View St	26. Katella Ave at Hope St	27. Katella Ave at Holder St	28. Katella Ave at Dana Way/Yamaha Way	29. Katella Ave at Meridian Dr	30. Orangewood Ave at Valley View St	31. Vessels Circle at Moody St
							

D1. Driveway 1 at Lexington Dr	D2. Driveway 2 at Cerritos Ave	D3. Driveway 3 at Cerritos Ave	D4. Driveway 4 at Moody St	D5. Driveway 5 at Moody St	D6. Driveway 6 at Vessels Circle	D7. Driveway 7 at Vessels Cir / Belmont Ln
Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	

LEGEND:

= Buildout Area

X = Study Intersection

XX/YY = AM/PM Volumes

FIGURE 14B
CUMULATIVE PROJECTS PEAK HOUR TRAFFIC VOLUMES

Buildout Year 2038 without Project Conditions

The ambient growth and the project-related traffic volumes from the Cumulative Projects were added to the existing peak hour volumes, to develop Buildout Year 2038 Without Project peak hour forecasts. The resulting peak hour volumes are shown on **Figures 15A** and **15B.** The intersection of Vessels Circle at Moody Street is assumed to be signalized in this scenario, and this intersection has previously been described as a project feature in the Existing plus Project Conditions section.

The results of the Buildout Year 2038 Without Project intersection analysis are summarized on **Tables 6A** and **6B**. These tables show that, with the addition of ambient growth and the traffic from Cumulative Projects, each of the study intersections would operate within their respective target Levels of Service.

Buildout Year 2038 with Project Conditions

Project-related peak hour traffic volumes for the Project were added to the Buildout Year 2038 Without Project traffic volumes to develop Buildout Year 2038 With Project traffic forecast volumes. The resulting peak hour traffic volumes are shown on **Figures 16A** and **16B**.

The future lane configurations and traffic control analyzed in the Buildout Year 2038 are shown on **Figures 17A** and **17B,** including the approaches at the project driveways. The project driveways are analyzed as unsignalized two-way stop-controlled intersections.

The intersection analysis was conducted with the addition of project trips, and the results are summarized on **Tables 7A** and **7B**. These tables show that intersections in the City of Los Alamitos and project driveway locations operate acceptably pursuant to Los Alamitos Circulation Element, and only the following study intersections in the City of Cypress would operate unacceptably with the addition of project traffic during the noted peak hours pursuant to that Cypress Circulation Element:

- HCM Methodology:
  - #9 – Ball Road at Moody Street: AM Peak (LOS E)
  - #10 – Ball Road at Walker Street: PM Peak (LOS E)
  - #17 – Cerritos Avenue at Valley View Street: PM Peak (LOS F).

However, pursuant to the Cypress Transportation Guidelines, a project-related traffic effect is considered deficient if the increase in delay per the HCM methodology or volume/capacity ratio per the ICU methodology exceeds the City's applicable threshold of deficiency. While the following intersections in the City of Cypress operate acceptably pursuant to the Cypress Circulation Element, the addition of project traffic increases at those intersections either the intersection delay or volume/capacity ratio, during the noted peak hour, beyond the City's relevant threshold of deficiency and are considered to have project-related effects, as shown on **Figures 7A** and **7B**:

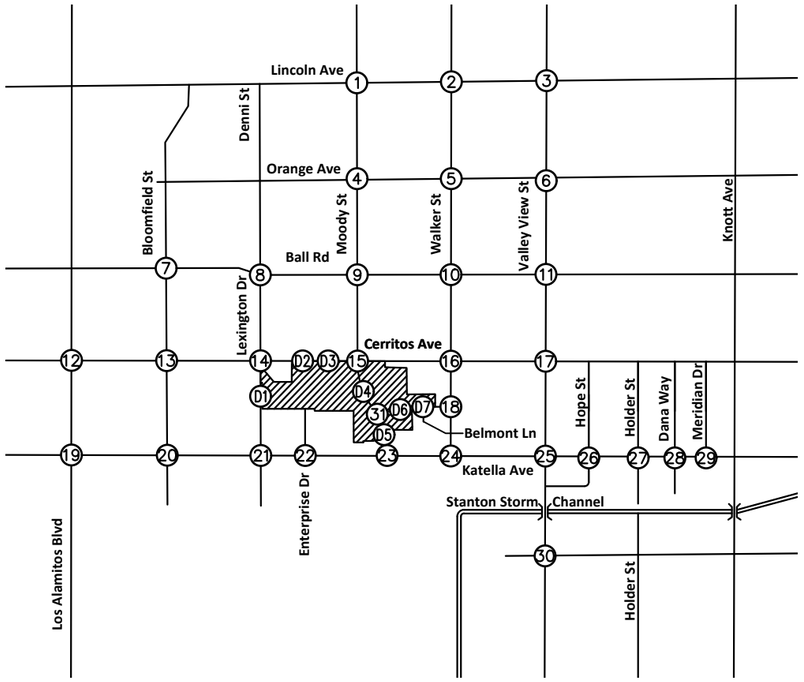
- HCM Methodology:

- #1 – Lincoln Avenue at Moody Street: AM/PM Peak
- #2 – Lincoln Avenue at Walker Street: PM Peak
- #3 – Lincoln Avenue at Valley View Street: PM Peak
- #9 – Ball Road at Moody Street: AM Peak
- #10 – Ball Road at Walker Street: PM Peak
- #11 – Ball Road at Valley View Street: AM/PM Peak
- #16 – Cerritos Avenue at Walker Street: PM Peak
- #17 – Cerritos Avenue at Valley View Street: AM/PM Peak
- #18 – Vessels Circle at Walker Street: PM Peak
- #23 – Katella Avenue at Siboney Street: PM Peak
- #25 – Katella Avenue at Valley View Street: PM Peak
- #30 – Orangewood Avenue at Valley View Street: PM Peak.

- ICU Methodology:
  - #17 - Cerritos Avenue at Valley View Street: PM Peak.

With respect to the ICU analysis, the following study intersection operates acceptably pursuant to the Los Alamitos Circulation Element. However, the addition of project traffic increases the Volume/Capacity (V/C) Ratio at that intersection, during the noted peak hour, by more than 0.01 and is therefore considered to be deficient and have a project-related effect, consistent with recent approved traffic analysis studies in the City of Los Alamitos:

- ICU Methodology:
  - #12 - Cerritos Avenue at Los Alamitos Boulevard: PM Peak.



NOT TO SCALE

1. Lincoln Ave at Moody St	2. Lincoln Ave at Walker St	3. Lincoln Ave at Valley View St	4. Orange Ave at Moody St
209/199 ← 913/816 ← 205/182 ↖ 187/174 ← 654/688 ← 99/92 ↖ 155/148 ↘ 566/729 → 124/132 ↘ 179/154 ↑ 679/895 ↑ 117/122 ↗	144/135 ← 621/739 ← 154/147 ↖ 155/191 ← 630/719 ← 100/152 ↖ 109/167 ↘ 708/788 → 83/91 ↘ 80/55 ↑ 476/750 ↑ 130/137 ↗	164/164 ← 1492/1273 ← 153/243 ↖ 135/130 ← 605/615 ← 239/287 ↖ 220/277 ↘ 426/599 → 164/205 ↘ 151/223 ↑ 1032/1653 ↑ 121/195 ↗	106/83 ← 794/792 ← 172/142 ↖ 109/112 ← 465/270 ← 71/69 ↖ 150/88 ↘ 537/254 → 179/71 ↘ 131/64 ↑ 532/1017 ↑ 142/123 ↗

5. Orange Ave at Walker St	6. Orange Ave at Valley View St	7. Ball Rd at Bloomfield St	8. Ball Rd at Denni St	9. Ball Rd at Moody St	10. Ball Rd at Walker St	11. Ball Rd at Valley View St	12. Cerritos Ave at Los Alamitos Blvd
115/87 ← 669/690 ← 92/133 ↖ 86/84 ← 582/361 ← 105/95 ↖ 112/86 ↘ 652/442 → 130/108 ↘ 106/112 ↑ 545/841 ↑ 160/161 ↗	109/128 ← 1439/1375 ← 94/141 ↖ 117/176 ← 421/324 ← 135/177 ↖ 158/133 ↘ 409/375 → 323/175 ↘ 198/193 ↑ 1167/1855 ↑ 128/182 ↗	177/130 ← 399/307 ← 100/55 ↖ 136/96 ← 768/848 ← 141/161 ↖ 114/273 ↘ 640/921 → 291/161 ↘ 152/198 ↑ 265/577 ↑ 76/123 ↗	113/47 ← 259/113 ← 201/37 ↖ 190/71 ← 779/925 ← 91/102 ↖ 20/24 ↘ 700/1014 → 120/72 ↘ 120/126 ↑ 284/241 ↑ 102/162 ↗	136/31 ← 834/144 ← 181/48 ↖ 164/54 ← 941/941 ← 198/140 ↖ 115/40 ↘ 967/1003 → 164/68 ↘ 89/123 ↑ 419/282 ↑ 178/231 ↗	137/135 ← 590/516 ← 156/206 ↖ 207/324 ← 977/844 ← 87/84 ↖ 148/178 ↘ 947/834 → 140/59 ↘ 97/38 ↑ 335/601 ↑ 70/69 ↗	252/223 ← 1333/1340 ← 120/176 ↖ 103/115 ← 747/648 ← 320/224 ↖ 283/319 ↘ 679/675 → 204/228 ↘ 256/345 ↑ 1095/1809 ↑ 110/193 ↗	124/82 ← 764/589 ← 182/136 ↖ 165/172 ← 748/773 ← 274/334 ↖ 138/145 ↘ 915/871 → 160/154 ↘ 169/206 ↑ 635/859 ↑ 332/400 ↗

13. Cerritos Ave at Bloomfield St	14. Cerritos Ave at Lexington Dr / Denni St	15. Cerritos Ave at Moody St	16. Cerritos Ave at Walker St	17. Cerritos Ave at Valley View St	18. Vessels Circle at Walker St
143/120 ← 649/422 ← 168/121 ↖ 109/199 ← 885/831 ← 335/183 ↖ 46/164 ↘ 804/959 → 166/116 ↘ 270/78 ↑ 373/587 ↑ 300/277 ↗	148/114 ← 88/18 ← 153/113 ↖ 148/205 ← 1138/1007 ← 70/13 ↖ 95/178 ↘ 820/1172 → 102/19 ↘ 81/54 ↑ 114/145 ↑ 48/44 ↗	497/212 ← 174/173 ← 497/362 ↖ 216/376 ← 778/687 ← 186/118 ↖ 215/372 ↘ 656/883 → 259/122 ↘ 72/0 ↑ 90/343 ↑ 56/150 ↗	60/28 ← 404/358 ← 217/194 ↖ 107/49 ← 1003/1008 ← 121/173 ↖ 25/55 ↘ 931/1153 → 256/189 ↘ 124/135 ↑ 162/352 ↑ 81/137 ↗	307/261 ← 1531/1331 ← 143/163 ↖ 148/126 ← 732/738 ← 140/134 ↖ 108/302 ↘ 545/845 → 438/294 ↘ 284/400 ↑ 1172/2033 ↑ 76/222 ↗	56/177 ← 636/667 ↖ 197/44 ↗ 197/241 ↘ 45/412 ↑ 370/516 ↑

LEGEND:

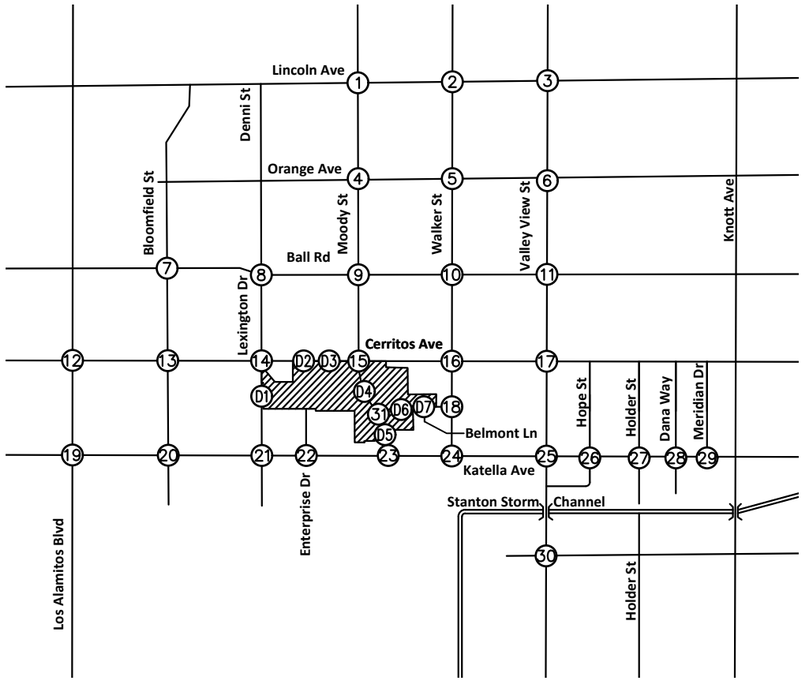
= Buildout Area

Ⓧ = Study Intersection

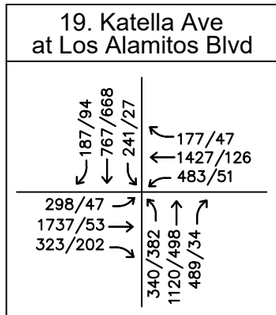
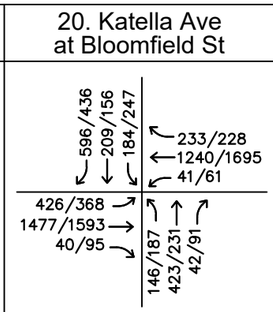
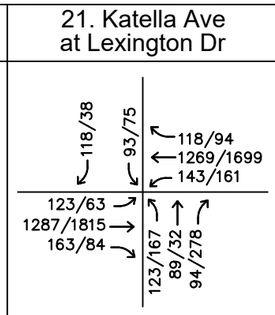
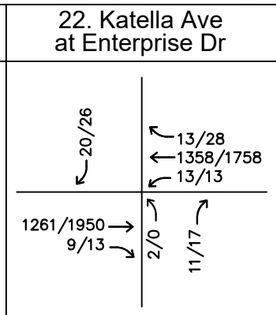
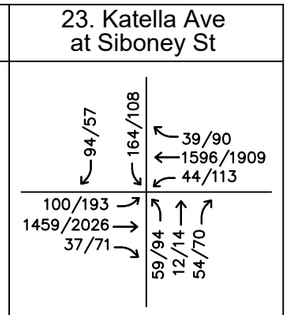
XX/YY = AM/PM Volumes

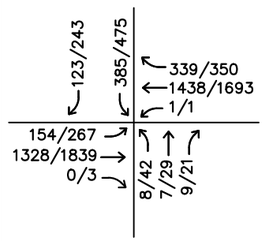
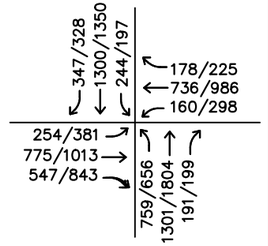
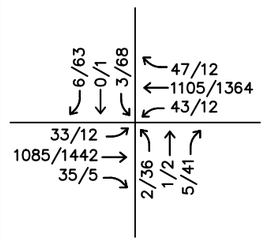
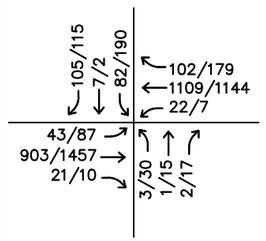
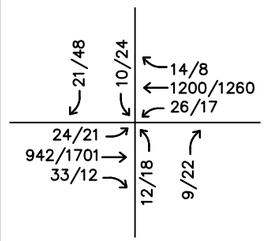
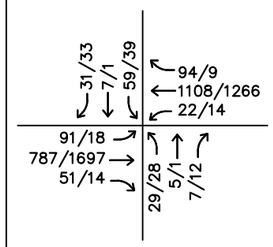
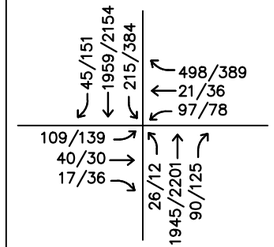
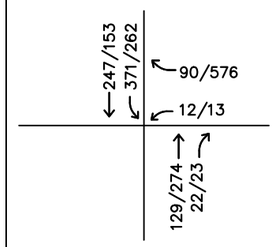
FIGURE 15A
BUILDOUT YEAR 2038 WITHOUT PROJECT PEAK HOUR TRAFFIC VOLUMES

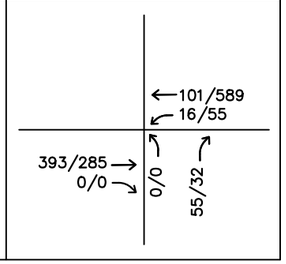
Kimley»Horn



NOT TO SCALE

19. Katella Ave at Los Alamitos Blvd	20. Katella Ave at Bloomfield St	21. Katella Ave at Lexington Dr	22. Katella Ave at Enterprise Dr	23. Katella Ave at Siboney St
				

24. Katella Ave at Walker St	25. Katella Ave at Valley View St	26. Katella Ave at Hope St	27. Katella Ave at Holder St	28. Katella Ave at Dana Way/Yamaha Way	29. Katella Ave at Meridian Dr	30. Orangewood Ave at Valley View St	31. Vessels Circle at Moody St
							

D1. Driveway 1 at Lexington Dr	D2. Driveway 2 at Cerritos Ave	D3. Driveway 3 at Cerritos Ave	D4. Driveway 4 at Moody St	D5. Driveway 5 at Moody St	D6. Driveway 6 at Vessels Circle	D7. Driveway 7 at Vessels Cir / Belmont Ln
Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	

LEGEND:

= Buildout Area

X = Study Intersection

XX/YY = AM/PM Volumes

FIGURE 15B
BUILDOUT YEAR 2038 WITHOUT PROJECT PEAK HOUR TRAFFIC VOLUMES

Kimley»Horn

TABLE 6A
SUMMARY OF INTERSECTION OPERATION
BUILDOUT YEAR 2038 CUMULATIVE

HCM Methodology						
		Traffic	AM Peak Hour		PM Peak Hour	
Int. #	Intersection	Control	Delay	LOS	Delay	LOS
1	Lincoln Ave at Moody St	S	46.9	D	50.6	D
2	Lincoln Ave at Walker St	S	36.7	D	47.6	D
3	Lincoln Ave at Valley View St	S	35.1	D	53.2	D
4	Orange Ave at Moody St	S	28.0	C	22.0	C
5	Orange Ave at Walker St	S	36.6	D	32.1	C
6	Orange Ave at Valley View St	S	42.7	D	42.6	D
7	Ball Rd at Bloomfield St	S	25.3	C	28.0	C
8	Ball Rd at Denni St	S	25.6	C	23.1	C
9	Ball Rd at Moody St	S	53.1	D	26.7	C
10	Ball Rd at Walker St	S	41.6	D	54.3	D
11	Ball Rd at Valley View St	S	62.8	E	65.5	E
12	Cerritos Ave at Los Alamitos Blvd	S	N/A	N/A	N/A	N/A
13	Cerritos Ave at Bloomfield St	S	N/A	N/A	N/A	N/A
14	Cerritos Ave at Lexington Dr/ Denni St	S	22.7	C	19.8	B
15	Cerritos Ave at Moody St	S	45.7	D	53.3	D
16	Cerritos Ave at Walker St	S	25.8	C	30.5	C
17	Cerritos Ave at Valley View St	S	51.8	D	71.4	E
18	Vessels Circle at Walker St	S	12.2	B	12.9	B
19	Katella Ave at Los Alamitos Blvd	S	N/A	N/A	N/A	N/A
20	Katella Ave at Bloomfield St	S	N/A	N/A	N/A	N/A
21	Katella Ave at Lexington Dr	S	22.9	C	30.6	C
22	Katella Ave at Enterprise Dr	U	22.1	C	23.3	C
23	Katella Ave at Siboney St	S	19.4	B	22.3	C
24	Katella Ave at Walker St	S	21.2	C	29.4	C
25	Katella Ave at Valley View St	S	50.4	D	69.4	E
26	Katella Ave at Hope St	S	6.5	A	12.3	B
27	Katella Ave at Holder St	S	12.1	B	15.4	B
28	Katella Ave at Dana Way	S	5.7	A	6.6	A
29	Katella Ave at Meridian Dr	S	9.4	A	6.9	A
30	Orangewood Ave at Valley View St	S	36.8	D	53.6	D
31	Vessels Circle at Moody St	S	19.6	B	16.9	B
D1	Driveway 1 at Lexington Dr	Future Intersection				
D2	Driveway 2 at Cerritos Ave	Future Intersection				
D3	Driveway 3 at Cerritos Ave	Future Intersection				
D4	Driveway 4 at Moody St	Future Intersection				
D5	Driveway 5 at Moody St	Future Intersection				
D6	Driveway 6 at Vessels Circle	Future Intersection				
D7	Driveway 7 / Belmont Ln at Vessels Circle	U	11.0	B	10.0	A

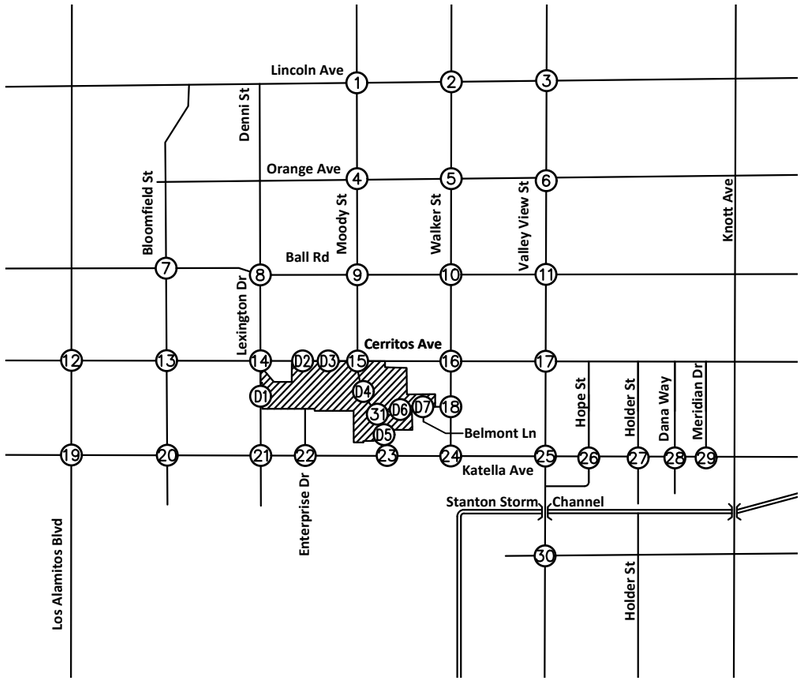
Notes:
- S = Signalized- U = Unsignalized
- HCM = Highway Capacity Manual
- LOS = Level of Service
- Intersection operation is expressed in average seconds of delay (del/veh) ratio for HCM methodology.
- HCM Methodology for Signalized intersections in City of Los Alamitos is Not Applicable and noted as N/A.

TABLE 6B
SUMMARY OF INTERSECTION OPERATION
BUILDOUT YEAR 2038 CUMULATIVE

ICU Methodology

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			ICU	LOS	ICU	LOS
1	Lincoln Ave at Moody St	S	0.762	C	0.797	C
2	Lincoln Ave at Walker St	S	0.617	B	0.763	C
3	Lincoln Ave at Valley View St	S	0.684	B	0.795	C
4	Orange Ave at Moody St	S	0.649	B	0.633	B
5	Orange Ave at Walker St	S	0.635	B	0.641	B
6	Orange Ave at Valley View St	S	0.739	C	0.758	C
7	Ball Rd at Bloomfield St	S	0.666	B	0.733	C
8	Ball Rd at Denni St	S	0.579	A	0.570	A
9	Ball Rd at Moody St	S	0.837	D	0.626	B
10	Ball Rd at Walker St	S	0.756	C	0.721	C
11	Ball Rd at Valley View St	S	0.798	C	0.811	D
12	Cerritos Ave at Los Alamitos Blvd	S	0.876	D	0.957	E
13	Cerritos Ave at Bloomfield St	S	0.788	C	0.735	C
14	Cerritos Ave at Lexington Dr/ Denni St	S	0.619	B	0.634	B
15	Cerritos Ave at Moody St	S	0.801	D	0.882	D
16	Cerritos Ave at Walker St	S	0.539	A	0.596	A
17	Cerritos Ave at Valley View St	S	0.817	D	0.909	E
18	Vessels Circle at Walker St	S	0.407	A	0.694	B
19	Katella Ave at Los Alamitos Blvd	S	0.827	D	0.336	A
20	Katella Ave at Bloomfield St	S	0.816	D	0.838	D
21	Katella Ave at Lexington Dr	S	0.534	A	0.703	C
22	Katella Ave at Enterprise Dr	U	-	-	-	-
23	Katella Ave at Siboney St	S	0.494	A	0.627	B
24	Katella Ave at Walker St	S	0.510	A	0.645	B
25	Katella Ave at Valley View St	S	0.717	C	0.802	D
26	Katella Ave at Hope St	S	0.298	A	0.354	A
27	Katella Ave at Holder St	S	0.346	A	0.411	A
28	Katella Ave at Dana Way	S	0.331	A	0.450	A
29	Katella Ave at Meridian Dr	S	0.393	A	0.442	A
30	Orangewood Ave at Valley View St	S	0.744	C	0.850	D
31	Vessels Circle at Moody St	S	0.370	A	0.477	A
D1	Driveway 1 at Lexington Dr	Future Intersection				
D2	Driveway 2 at Cerritos Ave	Future Intersection				
D3	Driveway 3 at Cerritos Ave	Future Intersection				
D4	Driveway 4 at Moody St	Future Intersection				
D5	Driveway 5 at Moody St	Future Intersection				
D6	Driveway 6 at Vessels Circle	Future Intersection				
D7	Driveway 7 / Belmont Ln at Vessels Circle	U	-	-	-	-

Notes:
- S = Signalized- U = Unsignalized
- ICU = Intersection Capacity Utilization
- LOS = Level of Service
- Intersection operation is expressed in terms of volume-to-capacity (V/C) ratio using the ICU methodology.
- * Exempt from City of Los Alamitos LOS D standard per Mobility and Circulation Element, Policy 1.4 (Level of Service)



NOT TO SCALE

1. Lincoln Ave at Moody St	2. Lincoln Ave at Walker St	3. Lincoln Ave at Valley View St	4. Orange Ave at Moody St
209/199 ↙ 945/906 ← 205/182 ↖ 187/174 ↑ 657/695 ← 102/98 ↖ 155/148 ↘ 574/733 → 139/177 ↙ 195/178 ↗ 750/948 ↑ 124/126 ↖	147/141 ↙ 634/778 ← 154/147 ↖ 155/191 ↑ 633/726 ← 112/183 ↖ 116/171 ↘ 716/792 → 83/91 ↙ 80/55 ↗ 505/773 ↑ 151/150 ↖	168/173 ↙ 1536/1397 ← 153/243 ↖ 135/130 ↑ 616/644 ← 241/293 ↖ 231/283 ↘ 444/610 → 164/205 ↙ 151/223 ↗ 1127/1728 ↑ 127/204 ↖	106/83 ↙ 844/933 ← 172/142 ↖ 109/112 ↑ 465/270 ← 71/69 ↖ 150/88 ↘ 537/254 → 179/71 ↙ 131/64 ↗ 626/1098 ↑ 142/123 ↖

5. Orange Ave at Walker St	6. Orange Ave at Valley View St	7. Ball Rd at Bloomfield St	8. Ball Rd at Denni St	9. Ball Rd at Moody St	10. Ball Rd at Walker St	11. Ball Rd at Valley View St	12. Cerritos Ave at Los Alamitos Blvd
115/87 ↙ 694/759 ← 92/133 ↖ 86/84 ↑ 582/361 ← 105/95 ↖ 112/86 ↘ 652/442 → 130/108 ↙ 106/112 ↗ 594/877 ↑ 160/161 ↖	109/128 ↙ 1485/1505 ← 94/141 ↖ 117/176 ↑ 421/324 ← 135/177 ↖ 158/133 ↘ 409/375 → 323/175 ↙ 198/193 ↗ 1268/1939 ↑ 128/182 ↖	177/130 ↙ 400/310 ← 101/60 ↖ 136/96 ↑ 783/858 ← 141/161 ↖ 114/273 ↘ 647/939 → 293/166 ↙ 157/201 ↗ 268/579 ↑ 76/123 ↖	113/47 ↙ 262/120 ← 201/37 ↖ 190/71 ↑ 790/932 ← 91/102 ↖ 20/24 ↘ 705/1027 → 123/82 ↙ 124/129 ↗ 292/245 ↑ 102/162 ↖	136/31 ↙ 884/285 ← 181/48 ↖ 164/54 ↑ 941/941 ← 204/155 ↖ 115/40 ↘ 967/1003 → 169/81 ↙ 100/130 ↗ 513/363 ↑ 196/240 ↖	139/141 ↙ 613/580 ← 156/206 ↖ 207/324 ↑ 981/853 ← 95/105 ↖ 155/181 ↘ 958/840 → 140/59 ↙ 97/38 ↗ 378/634 ↑ 89/82 ↖	259/239 ↙ 1372/1454 ← 120/176 ↖ 103/115 ↑ 752/662 ← 322/229 ↖ 305/330 ↘ 687/683 → 204/228 ↙ 256/345 ↗ 1174/1882 ↑ 116/196 ↖	124/82 ↙ 764/589 ← 185/143 ↖ 180/179 ↑ 833/830 ← 281/337 ↖ 138/145 ↘ 953/970 → 160/154 ↙ 169/206 ↗ 635/859 ↑ 334/406 ↖

13. Cerritos Ave at Bloomfield St	14. Cerritos Ave at Lexington Dr / Denni St	15. Cerritos Ave at Moody St	16. Cerritos Ave at Walker St	17. Cerritos Ave at Valley View St	18. Vessels Circle at Walker St
143/120 ↙ 649/422 ← 171/128 ↖ 117/203 ↑ 991/899 ← 350/191 ↖ 46/164 ↘ 847/1070 → 166/116 ↙ 270/78 ↗ 373/587 ↑ 305/290 ↖	148/114 ↙ 89/21 ← 158/127 ↖ 157/210 ↑ 1254/1080 ← 85/37 ↖ 95/178 ↘ 867/1291 → 107/31 ↙ 95/61 ↗ 117/147 ↑ 75/62 ↖	512/247 ↙ 220/308 ← 497/362 ↖ 216/374 ↑ 800/720 ← 197/164 ↖ 256/394 ↘ 718/901 → 293/227 ↙ 145/426 ↗ 171/418 ↑ 93/185 ↖	65/41 ↙ 430/430 ← 217/194 ↖ 107/49 ↑ 1032/1077 ← 163/301 ↖ 41/63 ↘ 1014/1197 → 256/189 ↙ 124/135 ↗ 208/390 ↑ 150/217 ↖	348/380 ↙ 1531/1331 ← 143/163 ↖ 148/126 ↑ 751/792 ← 140/134 ↖ 193/378 ↘ 584/877 → 466/310 ↙ 294/424 ↗ 1172/2033 ↑ 76/222 ↖	124/377 ↙ 636/667 ← 312/162 ↘ 234/282 ↙ 65/478 ↗ 370/533 ↑

LEGEND:

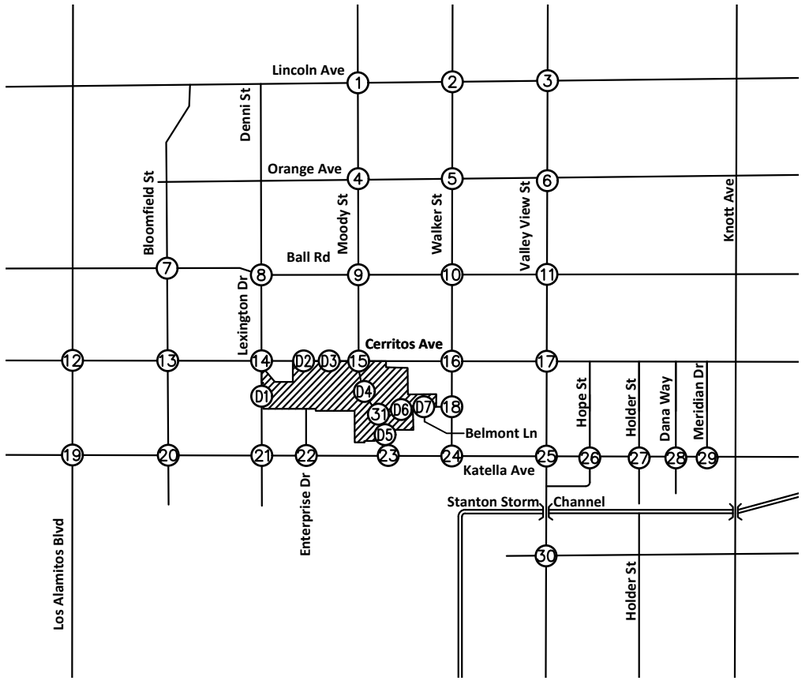
= Buildout Area

Ⓧ = Study Intersection

XX/YY = AM/PM Volumes

FIGURE 16A
BUILDOUT 2038 WITH PROJECT PEAK HOUR TRAFFIC VOLUMES

Kimley»Horn



NOT TO SCALE

19. Katella Ave at Los Alamitos Blvd

	194/97 ↖ 767/668 ← 241/27 ↙	177/47 ↑ 1515/181 ← 519/78 ↖
300/53 ↘ 1773/140 → 323/202 ↘	340/382 → 1120/498 ↑ 505/79 ↗	

20. Katella Ave at Bloomfield St

	611/444 ↖ 209/156 ← 184/247 ↙	233/228 ↑ 1349/1769 ← 41/61 ↖
431/381 ↘ 1523/1713 → 40/95 ↘	146/187 ↗ 423/231 → 42/91 ↗	

21. Katella Ave at Lexington Dr

	141/50 ↖ 108/83 ↙	123/106 ↑ 1355/1761 ← 143/161 ↖
131/83 ↘ 1325/1915 → 163/84 ↘	123/167 ↗ 89/32 → 94/278 ↗	

22. Katella Ave at Enterprise Dr

	20/26 ↙	13/28 ↑ 1449/1832 ← 13/13 ↖
1314/2059 → 9/13 ↘	2/0 ↗ 0/0 → 11/17 ↗	

23. Katella Ave at Siboney St

	180/159 ↖ 222/201 ↙	73/225 ↑ 1601/1884 ← 44/113 ↖
138/330 ↘ 1474/1997 → 37/71 ↘	59/94 ↗ 12/14 → 54/70 ↗	

24. Katella Ave at Walker St

123/243 ↖ 0/0 ← 422/516 ↙		359/416 ↑ 1478/1803 ← 1/1 ↖
154/267 ↘ 1400/1900 → 0/3 ↘	8/42 ↗ 7/29 ↑ 9/21 ↗	

25. Katella Ave at Valley View St

347/328 ↖ 1322/1363 ← 251/200 ↙		180/231 ↑ 756/1047 ← 160/298 ↖
254/381 ↘ 812/1049 → 619/909 ↘	799/771 ↗ 1309/1822 ↑ 191/199 ↗	

26. Katella Ave at Hope St

6/63 ↖ 0/1 ← 3/68 ↙		47/12 ↑ 1127/1431 ← 43/12 ↖
33/12 ↘ 1129/1481 → 35/5 ↘	2/36 ↗ 1/2 ↑ 5/41 ↗	

27. Katella Ave at Holder St

105/115 ↖ 7/2 ← 82/190 ↙		102/179 ↑ 1131/1211 ← 22/7 ↖
43/87 ↘ 947/1496 → 21/10 ↘	3/30 ↗ 1/15 ↑ 2/17 ↗	

28. Katella Ave at Dana Way/Yamaha Way

21/48 ↖ 0/0 ← 10/24 ↙		14/8 ↑ 1222/1327 ← 26/17 ↖
24/21 ↘ 986/1740 → 33/12 ↘	12/18 ↗ 0/0 ↑ 9/22 ↗	

29. Katella Ave at Meridian Dr

31/33 ↖ 7/1 ← 59/39 ↙		94/9 ↑ 1130/1333 ← 22/14 ↖
91/18 ↘ 831/1736 → 51/14 ↘	29/28 ↗ 5/1 ↑ 7/12 ↗	

30. Orangewood Ave at Valley View St

45/151 ↖ 2053/2233 ← 215/384 ↙		498/389 ↑ 21/36 ← 97/78 ↖
109/139 ↘ 40/30 → 17/36 ↘	26/12 ↗ 1993/2334 → 90/125 ↗	

31. Vessels Circle at Moody St

32/131 ↖ 277/224 ← 405/408 ↙		135/718 ↑ 27/100 ← 46/51 ↖
47/105 ↘ 46/78 → 10/10 ↘	7/17 ↗ 147/340 ↑ 39/70 ↗	

D1. Driveway 1 at Lexington Dr

218/109 ← 15/35 ↙		41/21 ↑ 31/17 ← ↖
	331/177 ↑ 11/26 ↗	

D2. Driveway 2 at Cerritos Ave

		1519/1267 ← 14/32 ↖
1197/1380 → 11/26 ↘	31/16 ↑	38/20 ↗

D3. Driveway 3 at Cerritos Ave

		1505/1285 ← 15/34 ↖
1225/1378 → 10/23 ↘	27/14 ↑	42/22 ↗

D4. Driveway 4 at Moody St

16/39 ↖ 680/591 ← 14/39 ↙		47/23 ↑ 0/0 ← 2/9 ↖
46/24 ↘ 0/0 → 32/131 ↘	13/169 ↗ 316/947 ↑ 0/13 ↗	

D5. Driveway 5 at Moody St

4/13 ↖ 320/211 ← 9/45 ↙		11/33 ↑ 1/7 ← 39/24 ↖
4/7 ↘ 0/9 → 44/46 ↘	27/73 ↗ 178/370 ↑ 18/52 ↗	

D6. Driveway 6 at Vessels Circle

20/22 ↖ 0/4 ← 26/23 ↙		8/29 ↑ 168/781 ← 15/50 ↖
6/38 ↘ 473/463 → 11/40 ↘	19/48 ↗ 0/8 ↑ 31/35 ↗	

D7. Driveway 7 at Vessels Cir / Belmont Ln

36/118 ↖ 0/0 ← 44/68 ↙		34/114 ↑ 155/741 ← 16/55 ↖
29/145 ↘ 501/376 → 0/0 ↘	0/0 ↗ 0/0 ↑ 55/32 ↗	

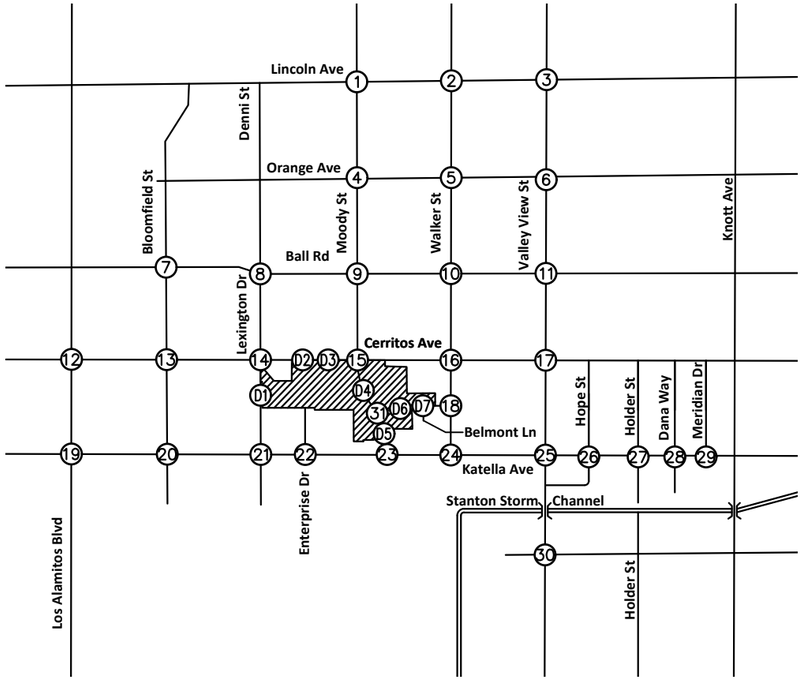
LEGEND:

= Buildout Area

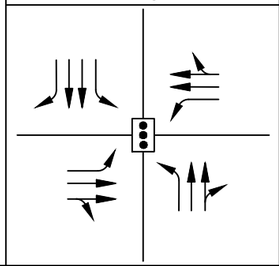
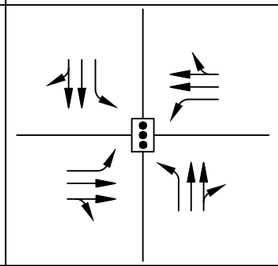
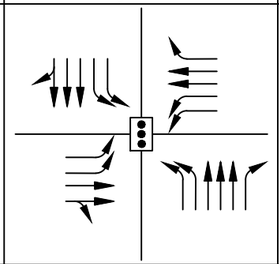
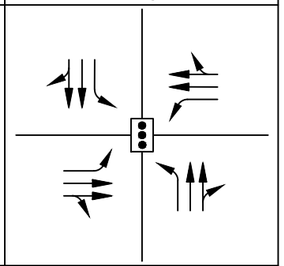
Ⓧ = Study Intersection

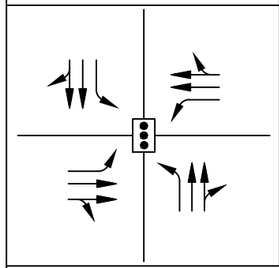
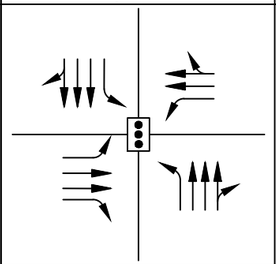
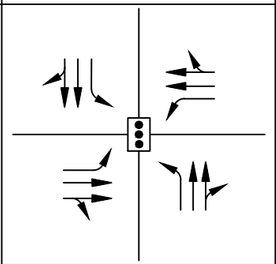
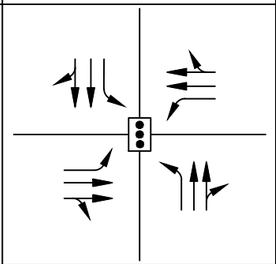
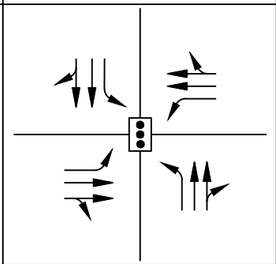
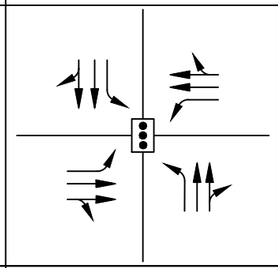
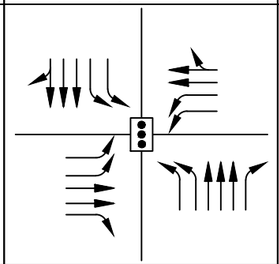
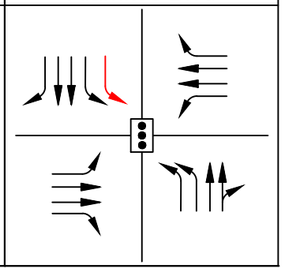
XX/YY = AM/PM Volumes

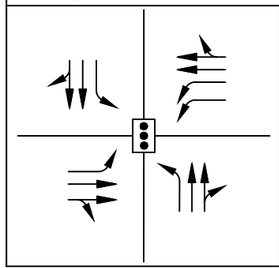
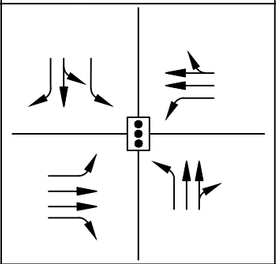
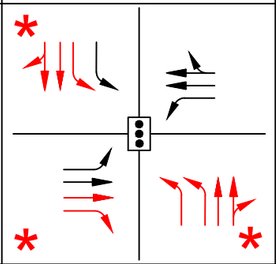
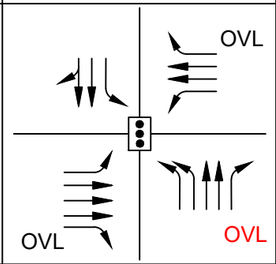
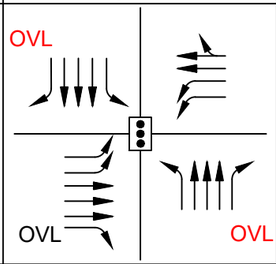
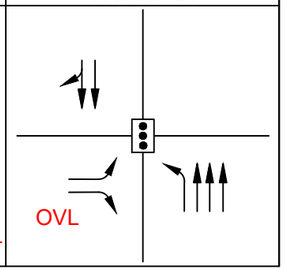
FIGURE 16B
BUILDOUT 2038 WITH PROJECT PEAK HOUR TRAFFIC VOLUMES



NOT TO SCALE

1. Lincoln Ave at Moody St	2. Lincoln Ave at Walker St	3. Lincoln Ave at Valley View St	4. Orange Ave at Moody St
			

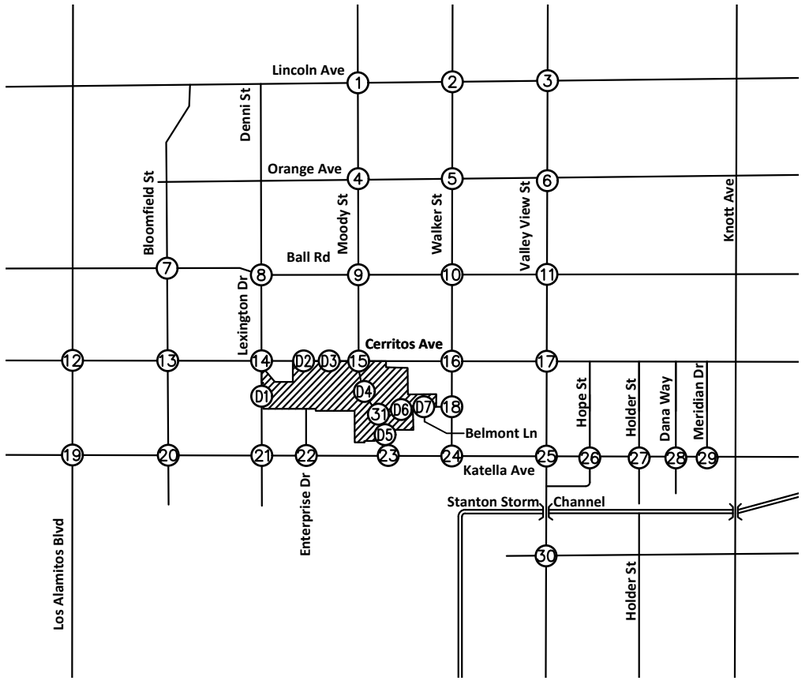
5. Orange Ave at Walker St	6. Orange Ave at Valley View St	7. Ball Rd at Bloomfield St	8. Ball Rd at Denni St	9. Ball Rd at Moody St	10. Ball Rd at Walker St	11. Ball Rd at Valley View St	12. Cerritos Ave at Los Alamitos Blvd
							

13. Cerritos Ave at Bloomfield St	14. Cerritos Ave at Lexington Dr/ Denni St	15. Cerritos Ave at Moody St	16. Cerritos Ave at Walker St	17. Cerritos Ave at Valley View St	18. Vessels Circle at Walker St
					

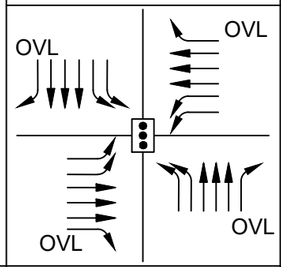
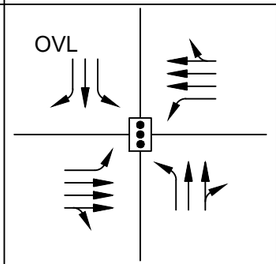
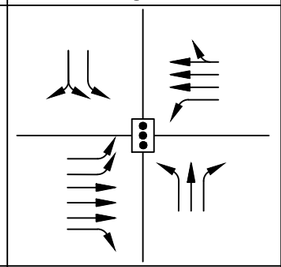
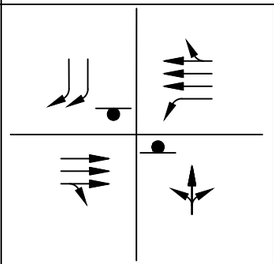
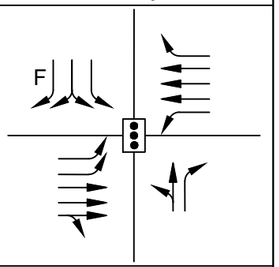
LEGEND:

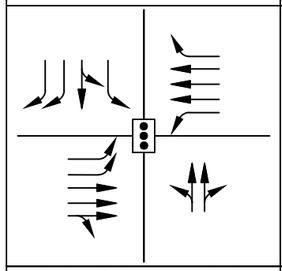
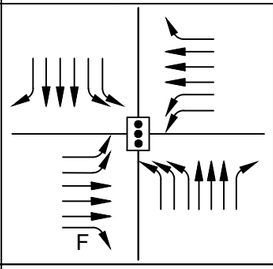
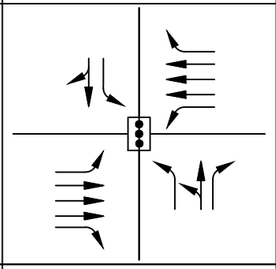
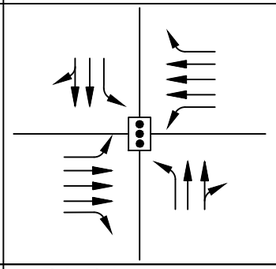
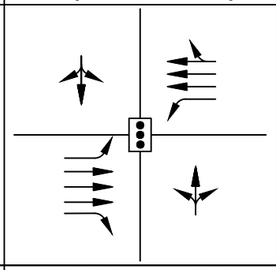
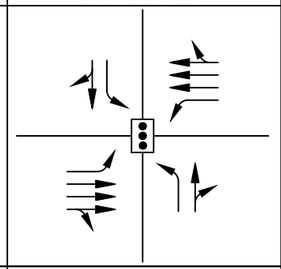
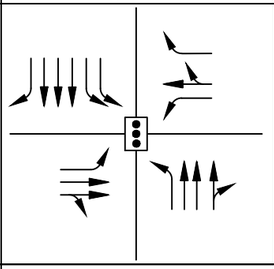
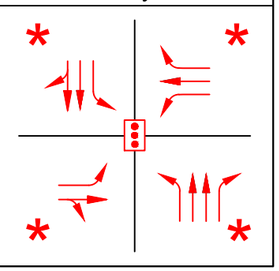
= Buildout Area
= Study Intersection
= Turn or Through Lane
= Signal
= Stop Sign
* = Project-Specific Feature
F = Free Right Turn
OVL = Recommended Right Turn Overlap
= Recommended Signal
= Recommended Turn or Through Lane

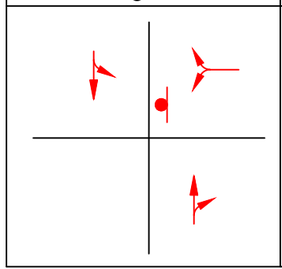
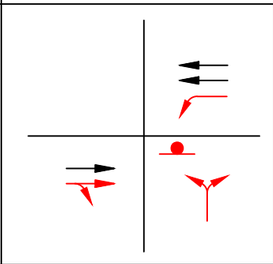
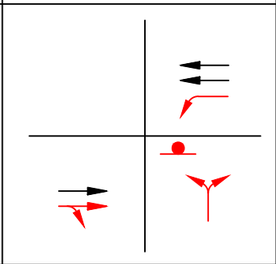
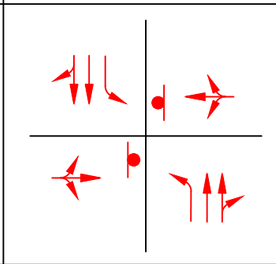
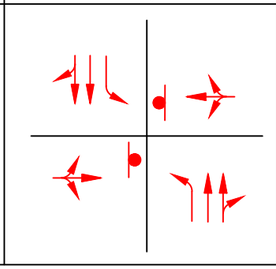
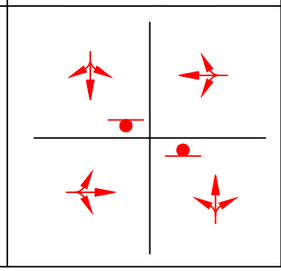
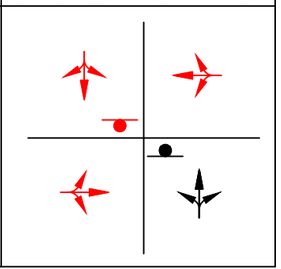
FIGURE 17A
FUTURE LANE CONFIGURATION AND TRAFFIC CONTROL



NOT TO SCALE

19. Katella Ave at Los Alamitos Blvd	20. Katella Ave at Bloomfield St	21. Katella Ave at Lexington Dr	22. Katella Ave at Enterprise Dr	23. Katella Ave at Siboney St
				

24. Katella Ave at Walker St	25. Katella Ave at Valley View St	26. Katella Ave at Hope St	27. Katella Ave at Holder St	28. Katella Ave at Dana Way/Yamaha Way	29. Katella Ave at Meridian Dr	30. Orangewood Ave at Valley View St	31. Vessels Circle at Moody St
							

D1. Driveway 1 at Lexington Dr	D2. Driveway 2 at Cerritos Ave	D3. Driveway 3 at Cerritos Ave	D4. Driveway 4 at Moody St	D5. Driveway 5 at Moody St	D6. Driveway 6 at Vessels Circle	D7. Driveway 7 at Vessels Cir / Belmont Ln
						

LEGEND:

- = Buildout Area
- (X) = Study Intersection
- = Turn or Through Lane
- = Signal
- = Stop Sign
- * = Project-Specific Feature
- F = Free Right Turn
- OVL = Recommended Right Turn Overlap
- = Recommended Signal
- = Recommended Turn or Through Lane

FIGURE 17B
FUTURE LANE CONFIGURATION AND TRAFFIC CONTROL

Kimley»Horn

TABLE 7A
SUMMARY OF INTERSECTION OPERATION
BUILDOUT YEAR 2038 PLUS PROJECT

HCM Methodology

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Change in Delay	Project-Related Effect?	Without Project		With Project		Change in Delay	Project-Related Effect?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	Lincoln Ave at Moody St	S	46.9	D	52.2	D	5.3	**Yes**	50.6	D	57.7	E	7.1	**Yes**
2	Lincoln Ave at Walker St	S	36.7	D	39.5	D	2.8	No	47.6	D	52.4	D	4.8	**Yes**
3	Lincoln Ave at Valley View St	S	35.1	D	35.9	D	0.8	No	53.2	D	55.8	E	2.6	**Yes**
4	Orange Ave at Moody St	S	28.0	C	28.1	C	0.1	No	22.0	C	22.1	C	0.1	No
5	Orange Ave at Walker St	S	36.6	D	36.5	D	-0.1	No	32.1	C	32.0	C	-0.1	No
6	Orange Ave at Valley View St	S	42.7	D	44.3	D	1.6	No	42.6	D	45.7	D	3.1	No
7	Ball Rd at Bloomfield St	S	25.3	C	25.5	C	0.2	No	28.0	C	28.5	C	0.5	No
8	Ball Rd at Denni St	S	25.6	C	25.6	C	0.0	No	23.1	C	23.3	C	0.2	No
9	Ball Rd at Moody St	S	53.1	D	58.1	E	5.0	**Yes**	26.7	C	29.5	C	2.8	No
10	Ball Rd at Walker St	S	41.6	D	43.6	D	2.0	No	54.3	D	57.8	E	3.5	**Yes**
11	Ball Rd at Valley View St	S	62.8	E	65.0	E	2.2	**Yes**	65.5	E	71.2	E	5.7	**Yes**
12	Cerritos Ave at Los Alamitos Blvd	S	N/A	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A	N/A	N/A	No
13	Cerritos Ave at Bloomfield St	S	N/A	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A	N/A	N/A	No
14	Cerritos Ave at Lexington Dr/ Denni St	S	22.7	C	24.3	C	1.6	No	19.8	B	21.3	C	1.5	No
15	Cerritos Ave at Moody St	S	45.7	D	45.0	D	-0.7	No	53.3	D	50.9	D	-2.5	No
16	Cerritos Ave at Walker St	S	25.8	C	29.1	C	3.3	No	30.5	C	40.5	D	10.0	**Yes**
17	Cerritos Ave at Valley View St	S	51.8	D	57.7	E	5.9	**Yes**	71.4	E	84.4	F	13.0	**Yes**
18	Vessels Circle at Walker St	S	12.2	B	14.6	B	2.4	No	12.9	B	23.7	C	10.8	**Yes**
19	Katella Ave at Los Alamitos Blvd	S	N/A	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A	N/A	N/A	No
20	Katella Ave at Bloomfield St	S	N/A	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A	N/A	N/A	No
21	Katella Ave at Lexington Dr	S	22.9	C	24.2	C	1.3	No	30.6	C	34.0	C	3.4	No
22	Katella Ave at Enterprise Dr	U	22.1	C	23.8	C	1.7	No	23.3	C	25.1	D	1.8	No
23	Katella Ave at Siboney St	S	19.4	B	24.5	C	5.1	No	22.3	C	30.1	C	7.8	**Yes**
24	Katella Ave at Walker St	S	21.2	C	22.0	C	0.8	No	29.4	C	31.3	C	1.9	No
25	Katella Ave at Valley View St	S	50.4	D	54.2	D	3.8	No	69.4	E	77.0	E	7.6	**Yes**
26	Katella Ave at Hope St	S	6.5	A	6.5	A	0.0	No	12.3	B	12.3	B	0.0	No
27	Katella Ave at Holder St	S	12.1	B	12.0	B	-0.1	No	15.4	B	15.3	B	-0.1	No
28	Katella Ave at Dana Way	S	5.7	A	5.6	A	-0.1	No	6.6	A	6.6	A	0.0	No
29	Katella Ave at Meridian Dr	S	9.4	A	9.4	A	0.0	No	6.9	A	7.0	A	0.1	No
30	Orangewood Ave at Valley View St	S	36.8	D	37.7	D	0.8	No	53.6	D	61.2	E	7.6	**Yes**
31	Vessels Circle at Moody St	S	19.6	B	24.2	C	4.6	No	16.9	B	23.0	C	6.1	No
D1	Driveway 1 at Lexington Dr	U	-	-	12.1	B	-	No	-	-	10.2	B	-	No
D2	Driveway 2 at Cerritos Ave	U	-	-	32.8	D	-	No	-	-	34.4	D	-	No
D3	Driveway 3 at Cerritos Ave	U	-	-	32.9	D	-	No	-	-	34.1	D	-	No
D4	Driveway 4 at Moody St	U	-	-	16.3	C	-	No	-	-	21.8	C	-	No
D5	Driveway 5 at Moody St	U	-	-	12.5	B	-	No	-	-	15.9	C	-	No
D6	Driveway 6 at Vessels Circle	U	-	-	12.7	B	-	No	-	-	27.6	D	-	No
D7	Driveway 7 / Belmont Ln at Vessels Circle	U	11.0	B	13.4	B	-	No	10.0	A	28.2	D	-	No

Notes:
- S = Signalized- U = Unsignalized
- HCM = Highway Capacity Manual
- LOS = Level of Service
- Intersection operation is expressed in average seconds of delay (del/veh) ratio for HCM methodology.
- HCM Methodology for Signalized intersections in City of Los Alamitos is Not Applicable and noted as N/A

TABLE 7B
SUMMARY OF INTERSECTION OPERATION
BUILDOUT YEAR 2038 PLUS PROJECT

ICU Methodology

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Impact	Project-Related Effect?	Without Project		With Project		Project Impact	Project-Related Effect?
			ICU	LOS	ICU	LOS			ICU	LOS	ICU	LOS		
1	Lincoln Ave at Moody St	S	0.762	C	0.782	C	0.020	No	0.797	C	0.816	D	0.019	No
2	Lincoln Ave at Walker St	S	0.617	B	0.634	B	0.017	No	0.763	C	0.778	C	0.015	No
3	Lincoln Ave at Valley View St	S	0.684	B	0.699	B	0.015	No	0.795	C	0.815	D	0.020	No
4	Orange Ave at Moody St	S	0.649	B	0.664	B	0.015	No	0.633	B	0.657	B	0.024	No
5	Orange Ave at Walker St	S	0.635	B	0.642	B	0.007	No	0.641	B	0.651	B	0.010	No
6	Orange Ave at Valley View St	S	0.739	C	0.748	C	0.009	No	0.758	C	0.774	C	0.016	No
7	Ball Rd at Bloomfield St	S	0.666	B	0.671	B	0.005	No	0.733	C	0.739	C	0.006	No
8	Ball Rd at Denni St	S	0.579	A	0.584	A	0.005	No	0.570	A	0.578	A	0.008	No
9	Ball Rd at Moody St	S	0.837	D	0.863	D	0.026	No	0.626	B	0.666	B	0.040	No
10	Ball Rd at Walker St	S	0.756	C	0.769	C	0.013	No	0.721	C	0.739	C	0.018	No
11	Ball Rd at Valley View St	S	0.798	C	0.816	D	0.018	No	0.811	D	0.845	D	0.034	No
12	Cerritos Ave at Los Alamitos Blvd	S	0.876	D	0.893	D	0.017	No	0.957	E	0.994	E	0.037	**Yes**
13	Cerritos Ave at Bloomfield St	S	0.788	C	0.804	D	0.016	No	0.735	C	0.862	D	0.127	No
14	Cerritos Ave at Lexington Dr/ Denni St	S	0.619	B	0.664	B	0.045	No	0.634	B	0.663	B	0.029	No
15	Cerritos Ave at Moody St	S	0.801	D	0.757	C	-0.044	No	0.882	D	0.892	D	0.010	No
16	Cerritos Ave at Walker St	S	0.539	A	0.594	A	0.055	No	0.596	A	0.704	C	0.108	No
17	Cerritos Ave at Valley View St	S	0.817	D	0.858	D	0.041	No	0.909	E	0.965	E	0.056	**Yes**
18	Vessels Circle at Walker St	S	0.407	A	0.507	A	0.100	No	0.694	B	0.816	D	0.122	No
19	Katella Ave at Los Alamitos Blvd	S	0.827	D	0.845	D	0.018	No	0.336	A	0.348	A	0.012	No
20	Katella Ave at Bloomfield St	S	0.816	D	0.837	D	0.021	No	0.838	D	0.858	D	0.020	No
21	Katella Ave at Lexington Dr	S	0.534	A	0.555	A	0.021	No	0.703	C	0.728	C	0.025	No
22	Katella Ave at Enterprise Dr	U	-	-	-	-	-	-	-	-	-	-	-	-
23	Katella Ave at Siboney St	S	0.494	A	0.536	A	0.042	No	0.627	B	0.672	B	0.045	No
24	Katella Ave at Walker St	S	0.510	A	0.528	A	0.018	No	0.645	B	0.679	B	0.034	No
25	Katella Ave at Valley View St	S	0.717	C	0.734	C	0.017	No	0.802	D	0.837	D	0.035	No
26	Katella Ave at Hope St	S	0.298	A	0.307	A	0.009	No	0.354	A	0.362	A	0.008	No
27	Katella Ave at Holder St	S	0.346	A	0.350	A	0.004	No	0.411	A	0.419	A	0.008	No
28	Katella Ave at Dana Way	S	0.331	A	0.336	A	0.005	No	0.450	A	0.458	A	0.008	No
29	Katella Ave at Meridian Dr	S	0.393	A	0.397	A	0.004	No	0.442	A	0.449	A	0.007	No
30	Orangewood Ave at Valley View St	S	0.744	C	0.754	C	0.010	No	0.850	D	0.876	D	0.026	No
31	Vessels Circle at Moody St	S	0.370	A	0.385	A	0.015	No	0.477	A	0.622	B	0.145	No
D1	Driveway 1 at Lexington Dr	U	-	-	-	-	-	-	-	-	-	-	-	-
D2	Driveway 2 at Cerritos Ave	U	-	-	-	-	-	-	-	-	-	-	-	-
D3	Driveway 3 / Christopher St at Cerritos Ave	U	-	-	-	-	-	-	-	-	-	-	-	-
D4	Driveway 4 at Moody St	U	-	-	-	-	-	-	-	-	-	-	-	-
D5	Driveway 5 at Moody St	U	-	-	-	-	-	-	-	-	-	-	-	-
D6	Driveway 6 at Vessels Circle	U	-	-	-	-	-	-	-	-	-	-	-	-
D7	Driveway 7 / Belmont Ln at Vessels Circle	U	-	-	-	-	-	-	-	-	-	-	-	-

Notes:
- S = Signalized- U = Unsignalized
- ICU = Intersection Capacity Utilization
- LOS = Level of Service
- Intersection operation is expressed in terms of volume-to-capacity (V/C) ratio using the ICU methodology.
- * Exempt from City of Los Alamitos LOS D standard per Mobility and Circulation Element, Policy 1.4 (Level of Service)

PROPOSED IMPROVEMENTS

As previously shown in Tables 4A and 4B, in the Existing Plus Project with Extensions, the following intersections were identified to have a deficient project-related effect due to the addition of project traffic that increases the intersection delay beyond the HCM thresholds of deficiency established by the City of Cypress, notwithstanding that all of them operate at acceptable levels of service pursuant to their Circulation Elements.

- #16 – Cerritos Avenue at Walker Street
- #17 – Cerritos Avenue at Valley View Street
- #18 – Vessels Circle at Walker Street
- #23 – Katella Avenue at Siboney Street
- #25 – Katella Avenue at Valley View Street.

As previously shown in Tables 7A and 7B, in the Buildout Year 2038 with Project, the following intersections were identified to have a deficient project-related effect due to the addition of project traffic that increases the intersection delay or V/C ratio beyond the thresholds of deficiency established by the Cities of Cypress and Los Alamitos, notwithstanding that most of them operate at acceptable levels of service pursuant to the Cypress Circulation Element.

- #1 – Lincoln Avenue at Moody Street
- #2 – Lincoln Avenue at Walker Street
- #3 – Lincoln Avenue at Valley View Street
- #9 – Ball Road at Moody Street
- #10 – Ball Road at Walker Street
- #11 – Ball Road at Valley View Street
- #12 – Cerritos at Los Alamitos Boulevard
- #16 – Cerritos Avenue at Walker Street
- #17 – Cerritos Avenue at Valley View Street
- #18 – Vessels Circle at Walker Street
- #23 – Katella Avenue at Siboney Street
- #25 – Katella Avenue at Valley View Street
- #30 – Orangewood Avenue at Valley View Street.

While the intersections listed above are considered to have a deficient project-related effect pursuant to the Cypress Transportation Guidelines or consistent with recent approved traffic analysis studies in the City of Los Alamitos, as applicable, all of them will operate at acceptable LOS pursuant to the Cypress and Los Alamitos Circulation Elements, with exception to intersections #9, #10, and #17. The remaining intersections in the above list will be addressed through the City's Traffic Mitigation Fee Program, with fees being collected at the time of building permit issuance for projects within the Specific Plan Buildout Area.

Of the identified intersections with project-related effects, further improvements are only feasible for Intersections #9 – Ball Road at Moody Street, #10 – Ball Road at Walker Street, #16 – Cerritos Avenue at Walker Street, #17 – Cerritos Avenue at Valley View Street, #18 – Vessels Circle at Walker Street, and #23 – Katella Avenue at Siboney Street. Proposed feasible improvements are recommended at these six intersections, as described below, to reduce their project effects, notwithstanding that three of them will operate at acceptable levels of service pursuant to the Cypress Circulation Element. Intersection #17 – Cerritos Avenue at Valley View Street in the PM Peak will continue to operate at an unacceptable LOS with the implementation of the proposed feasible improvements.

A description of the proposed improvements is shown on **Table 8.** The proposed modifications for Intersections #15 – Cerritos Avenue at Moody Street and #31 – Vessels Circle at Moody Street are project-specific features but are listed below and in Table 8 for informational purposes. Concept plans for these two intersections are shown in Figures 10 and 11. Concept plans for the other proposed improvements are shown in **Figures 18** to **23**.

In addition to the proposed intersection improvements at Intersection #18 – Vessels Circle at Walker Street, the proposed improvements include the widening of the south side of Vessels Circle by 10 feet from the intersection of Vessels Circle and Walker Street approximately 650 feet to the west to tie-in to the existing street width there.

- #9 – Ball Road at Moody Street (see **Figure 18**)
  - Add additional mast arm indications for the northbound and southbound approaches.

- #10 – Ball Road at Walker Street (see **Figure 19**)
  - Restripe the EB/WB approaches to provide one left-turn lane, two through lanes, and one dedicated right-turn lane.
  - Shift the westbound exit lanes north.

- #15 – Cerritos Avenue at Moody Street (see **Figure 10**)
  - Restripe EB approach to provide one exclusive right-turn lane.
  - Restripe SB approach to provide 2 lefts, 1 through, and 1 shared through/right lane.
  - NB approach to provide 2 lefts, 1 through, and 1 shared/through right lane.
  - Modify traffic signal to provide protected phasing for the NB/SB approaches.
  - Provide a crosswalk on the east leg of the intersection.
  - Provide bike lanes on Moody Street.

- #16 – Cerritos Avenue at Walker Street (see **Figure 20**)
  - Add NB right-turn overlap phasing.

- #17 – Cerritos Avenue at Valley View Street (see **Figure 21**)
  - Provide NB right-turn and SB right-turn overlap phasing.

- Modify striping to extend EB left-turn pocket storage.

- #18 – Vessels Circle at Walker Street (see **Figure 22**)
  - Add EB right-turn overlap phasing.
  - Modify striping to extend NB and EB left-turn pocket storage.
  - Widen Vessels Circle by 10 feet on the south side.
  - Widen the westbound receiving lane by 3 feet.
  - Modify traffic signal in conjunction with Vessels Circle widening.

- #23 – Katella Avenue at Siboney Street (see **Figure 23**)
  - Add WB right-turn overlap phasing.

- #31 – Vessels Circle at Moody Street (see **Figure 11**)
  - Install traffic signal.
  - NB approach to provide 1 left, 2 throughs, 1 right.
  - SB approach to provide 1 left, 1 through, 1 through/right.
  - WB approach to provide 1 left, 1 through, 1 right.
  - EB approach to provide 1 left, 1 through/right.
  - Provide bike facilities on both Moody Street and Vessels Circle.

TABLE 8
SUMMARY OF INTERSECTION OPERATION
PROPOSED IMPROVEMENTS

Int. #	Intersection	Improvements	Peak Hour	Traffic Control	BUILDOUT YEAR 2038 CUMULATIVE					
					Without Project		With Project		With Improvements	
					Delay / V/C	LOS	Delay / V/C	LOS	Delay / V/C	LOS
9	Ball Rd at Moody St	•Add additional mast arm indications for the northbound and southbound approaches.	AM	S	53.1	D	58.1	E	58.1	E
			PM	S	26.7	C	29.5	C	29.5	C
10	Ball Rd at Walker St	•Restripe the EB/WB approaches to provide one left-turn lane, two through lanes, and one dedicated right-turn lane. •Shift the westbound exit lanes north.	AM	S	41.6	D	43.6	D	36.6	D
			PM	S	54.3	D	57.8	E	39.8	D
15*	Cerritos Ave at Moody St	•Restripe EB approach to provide one exclusive right-turn lane. •Restripe SB approach to provide 2 lefts, 1 through, and 1 shared through/right lane. •NB approach provide 2 lefts, 1 through, and 1 shared/through right lane. •Modify traffic signal to provide protected phasing for the NB/SB approaches. •Provide a crosswalk on the east leg of the intersection.	AM	S	45.7	D	45.0	D	N/A	N/A
			PM	S	53.3	D	50.9	D	N/A	N/A
16	Cerritos Ave at Walker St	•Add NB right-turn overlap phasing.	AM	S	25.8	C	29.1	C	27.9	C
			PM	S	30.5	C	40.5	D	38.0	D
17	Cerritos Ave at Valley View St	•Provide NB right-turn and SB right-turn overlap phasing. •Modify striping to extend EB left-turn pocket.	AM	S	51.8	D	57.7	E	56.6	E
			PM	S	71.4	E	84.4	F	82.3	F
18	Vessels Circle at Walker St	•Add EB right-turn overlap phasing. •Modify striping to extend NB and EB left-turn pockets. •Widen Vessels Circle by 10 feet on the south side. • Widen the westbound receiving lane by 3 feet. • Modify traffic signal in conjunction with Vessels Circle widening.	AM	S	12.2	B	14.6	B	14.0	B
			PM	S	12.9	B	23.7	C	18.2	B
23	Katella Ave at Siboney St	•Add WB right-turn overlap phasing.	AM	S	19.4	B	24.5	C	24.3	C
			PM	S	22.3	C	30.1	C	30.0	C
31*	Vessels Circle at Moody St	•Install traffic signal. •NB approach to provide 1 left, 2 throughs, 1 right. •SB approach to provide 1 left, 1 through, 1 through/right. •WB approach to provide 1 left, 1 through, 1 right. •EB approach to provide 1 left, 1 through/right. • Provide bike facilities on both Moody Street and Vessels Circle.	AM	S	19.6	B	24.2	C	N/A	N/A
			PM	S	16.9	B	23.0	C	N/A	N/A

Notes:
- S = Signalized- U = Unsignalized
- HCM = Highway Capacity Manual
- LOS = Level of Service
- Intersection operation is expressed in average seconds of delay (del/veh) ratio for HCM methodology or in volume-to-capacity (V/C) ratio for ICU Methodology.

* Improvements at this intersection are project features and are presented in this table for informational purposes.

NOT TO SCALE

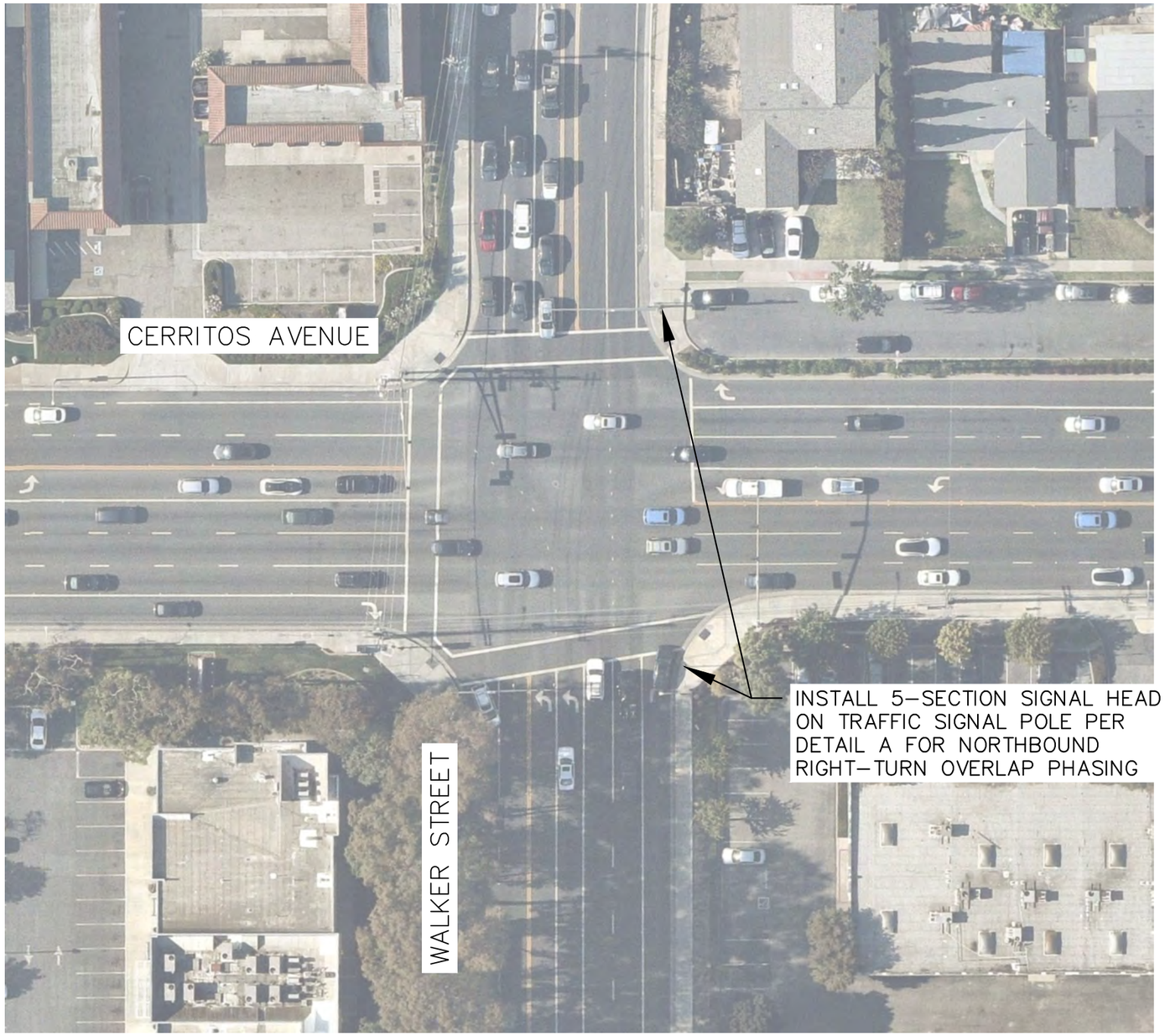


FIGURE 18
BALL ROAD AND MOODY STREET PROPOSED IMPROVEMENT
(NORTHBOUND AND SOUTHBOUND DIRECTION)



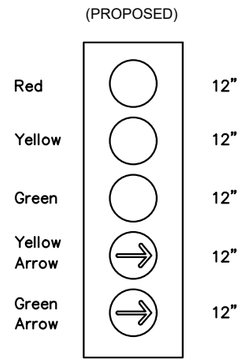
NOT TO SCALE

FIGURE 19
BALL ROAD AND WALKER STREET PROPOSED IMPROVEMENTS CONCEPT PLAN



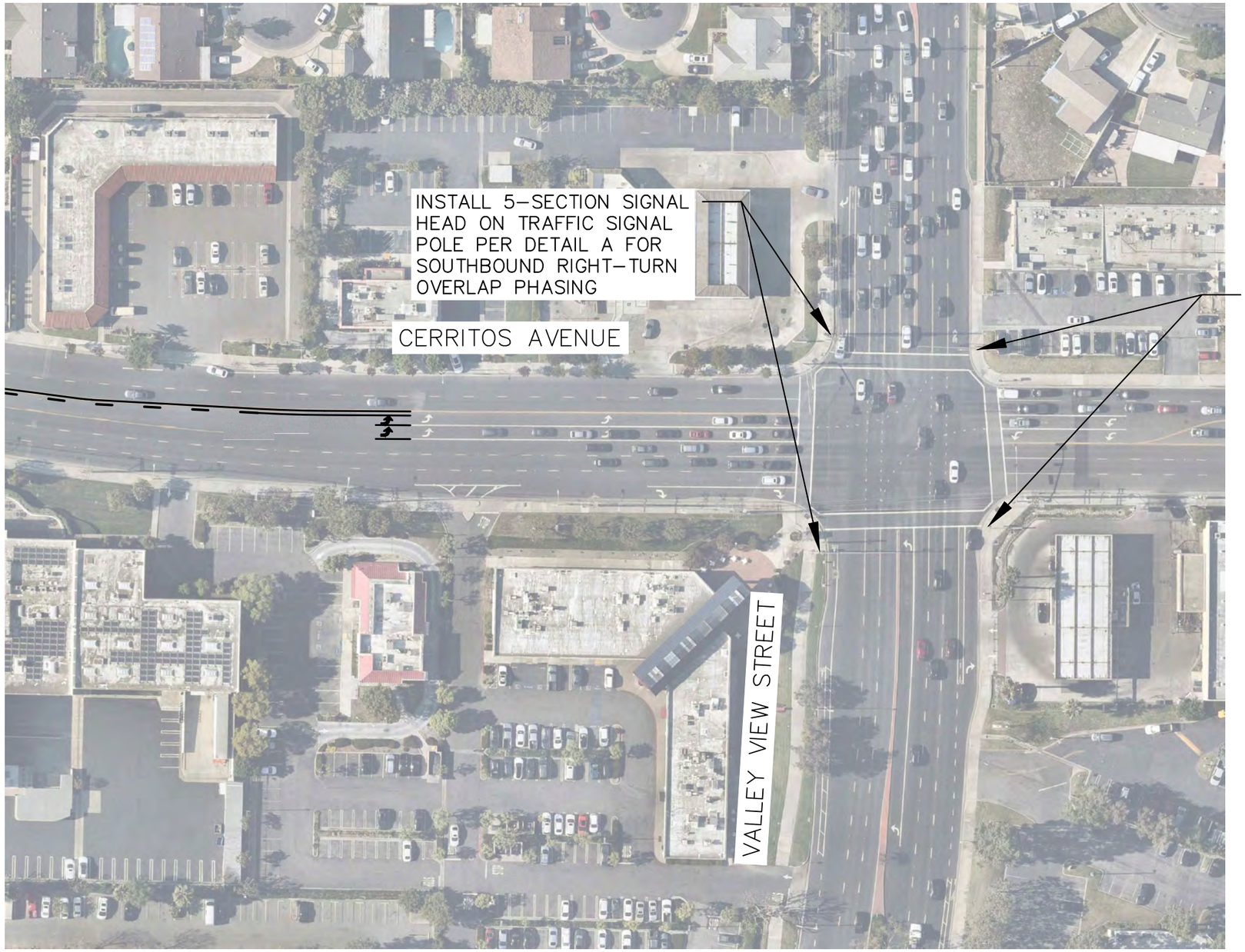
NOT TO SCALE

(PROPOSED)



DETAIL "A"
(No Scale)

FIGURE 20
CERRITOS AVENUE AND WALKER STREET PROPOSED IMPROVEMENTS CONCEPT PLAN



NOT TO SCALE

(PROPOSED)

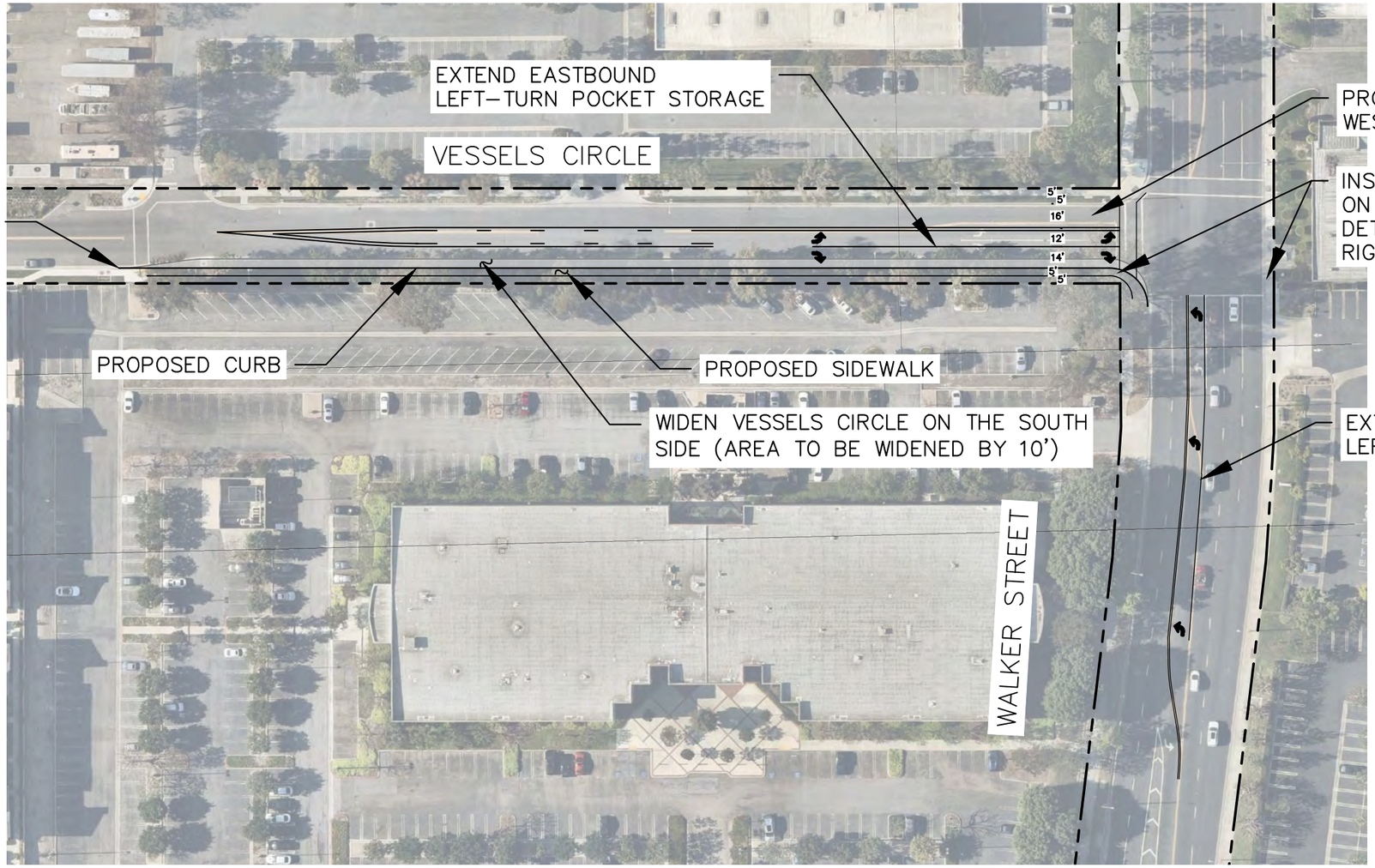
Red	○	12"
Yellow	○	12"
Green	○	12"
Yellow Arrow	⇒	12"
Green Arrow	⇒	12"

DETAIL "A"
(No Scale)

FIGURE 21
CERRITOS AVENUE AND VALLEY VIEW STREET PROPOSED IMPROVEMENTS CONCEPT PLAN

Kimley»Horn

NOT TO SCALE

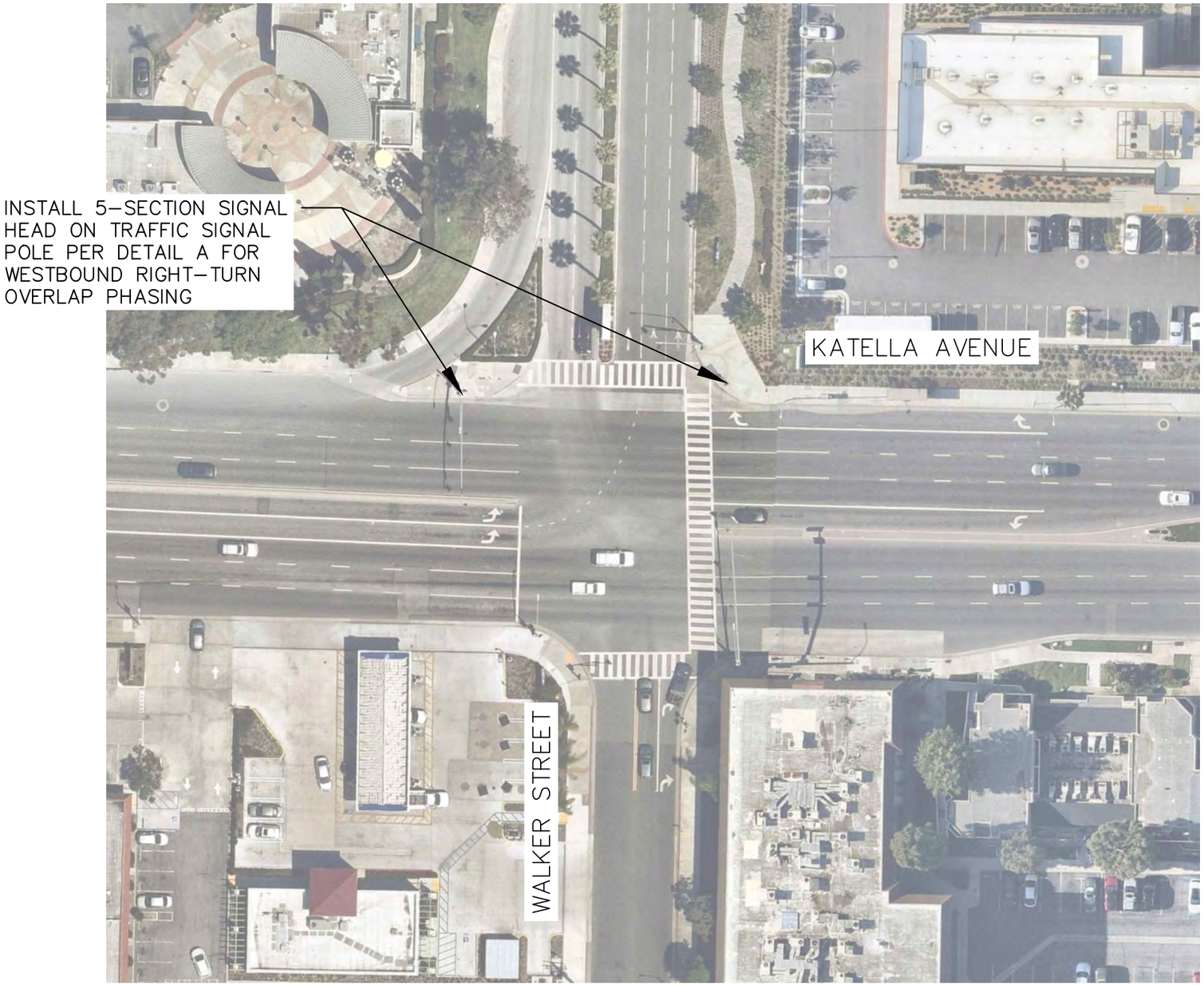


(PROPOSED)

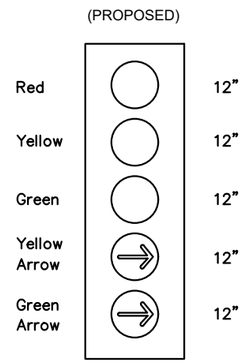
Red	12"
Yellow	12"
Green	12"
Yellow Arrow	12"
Green Arrow	12"

DETAIL "A"
(No Scale)

FIGURE 22
VESSELS CIRCLE AND WALKER STREET PROPOSED IMPROVEMENTS CONCEPT PLAN



NOT TO SCALE



DETAIL "A"
(No Scale)

FIGURE 23
KATELLA AVENUE AT SIBONEY STREET PROPOSED IMPROVEMENTS

Kimley»Horn

SIGNAL WARRANT ANALYSIS

Traffic signal warrant analyses were conducted for the following unsignalized intersections:

- #22 – Katella Avenue at Enterprise Drive
- #31 – Vessels Circle at Moody Street (future intersection).

Signal warrants were based on the 2014 California Manual on Uniform Traffic Control Devices (CA MUTCD). The warrants were conducted using Warrant 3 (Peak Hour Warrant) for the following conditions:

- Existing (With Extension)
- Existing Plus Project
- Buildout Year 2038 Cumulative
- Buildout Year 2038 Cumulative Plus Project.

Traffic signal warrant analysis worksheets are provided in ***Appendix F***. Based on the signal warrant analyses, Signal Warrant 3 was not met at Intersection #22 – Katella Avenue at Enterprise Drive under any of the analysis conditions. Signal Warrant 3 was met at Intersection #31 – Vessels Circle at Moody Street under all analysis conditions. Below is a summary table of the signal warrant analysis.

Summary of Signal Warrant Analysis		
Scenario	Intersection #22: Katella Ave at Enterprise Drive	Intersection #31: Vessels Circle at Moody Street
Existing (With Extension)	NO	YES
Existing Plus Project Conditions	NO	YES
Buildout Year 2038 Cumulative	NO	YES
Buildout Year 2038 Cumulative Plus Project	NO	YES
Source: 2014 California Manual on Uniform Traffic Control Devices (MUTCD)		

Since the signal warrant was not met at Intersection #22 – Katella Avenue at Enterprise Drive, the installation of a traffic signal is not recommended at this location.

The CA MUTCD states that "[t]he satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal." The reference document goes on to state a number of other factors to take into account when considering a signal for a specific location, including whether or not a signal would improve the overall safety of the intersection, whether it would benefit or disrupt progressive traffic flow, and consideration of site-specific characteristics such as queuing, signal spacing, and overall delay to the main street through movements. The decision to install a traffic signal should be based on engineering judgement, and not solely upon satisfying a single peak hour warrant.

Based on the unacceptable LOS and meeting Signal Warrant 3, it is recommended to install a new traffic signal at the intersection of #31 - Vessels Circle at Moody Street as part of the Project.

LEFT-TURN PHASING ANALYSIS

To determine if left-turn phasing is needed for the recommended traffic signal at future Intersection #31 – Vessels Circle at Moody Street, a left-turn phasing analysis was conducted per the CA MUTCD, Section 4D.19, which provides general guidelines for evaluating left-turn phasing at a signalized intersection.

The CA MUTCD states that "[s]ince separate signal phases for protected left turns will reduce the green time available for other phases, alternate means of handling left-turn conflicts should be considered first." The most likely alternative possibilities are:

1. Prohibition of left turns.
2. Geometric changes to eliminate the left turn (through) a complete separation or a complete or partial "clover leaf" at grade…"
3. Provide protected-permissive or permissive-protected left-turn operation.

In this regard, the CA MUTCD states:

"Protected left-turn phases should be considered where such alternatives (stated above) cannot be utilized, and one or more of the following conditions exist:

1. *Collisions* – Five or more left-turn collisions for a particular left-turn movement during a recent 12-month period.

2. *Delay* – Left-turn delay of one or more vehicles which were waiting at the beginning of the green interval and are still remaining in the left-turn lane after at least 80% of the total number of cycles for one hour.

3. *Volume* – At new intersections where only estimated volumes are available, the following criteria may be used. For a pre-timed signal, left-turn volume of more than two vehicles per approach per cycle for a peak hour; or for a traffic-actuated signal, 50 or more left-turning vehicles per hour in one direction with the product of the turning and conflicting through traffic during the peak hour of 100,000 or more.

4. *Miscellaneous*. Other factors that might be considered are: impaired sight distance due to horizontal or vertical curvature, or where there are a large percentage of buses and trucks."

Since Intersection #31 - Vessels Circle at Moody Street will be a new intersection, the "Volume" guidance above was used. Intersection #15 - Cerritos Avenue at Moody Street was also evaluated since the south leg of the intersection will be modified due to the Moody Street extension.

The 100,000 Rule of Thumb

The CA MUTCD specifies that left-turn phasing should be considered where there are 50 or more left-turning vehicles in one direction, and where the product of the number of vehicles on a left-turn movement and its conflicting through movement exceeds 100,000 vehicles. Although these guidelines specify the 100,000 criterion is to be applied at new intersections where only estimated volumes are available, this criterion is often used as a gauge for existing intersections, to identify locations where further attention should be focused.

Peak-hour through and conflicting left-turn volumes for each approach of the intersection were evaluated using the 100,000 methodology. The results are summarized on the following tables. The product of the eastbound left-turn movement and the conflicting westbound through movement volumes exceeded the 100,000 threshold in both peak periods.

Reviewing the Buildout 2038 with Project scenario, at the future Vessels Circle and Moody Street intersection, the morning southbound left vs. northbound through volumes yielded a product of 59,535, and the afternoon volumes yielded a product of 138,720.

SUMMARY OF LEFT-TURN VS. THROUGH MOVEMENT CONFLICTS AT INTERSECTION 31: VESSELS CIRCLE & MOODY ST		
Movement	Peak Hour Conflicting Volumes	
	AM Peak	PM Peak
BUILDOUT 2038 WITH PROJECT		
SBL	405	408
x NBT	x 147	x 340
Total	59,535	138,720
BUILDOUT 2038		
SBL	371	262
x NBT	x 129	x 274
Total	47,859	71,788
EXISTING WITH EXTENSION WITH PROJECT		
SBL	357	374
x NBT	x 130	x 304
Total	46,410	113,696
EXISTING WITH EXTENSION		
SBL	323	228
x NBT	x 112	x 238
Total	36,176	54,264

At the Cerritos Avenue and Moody Street intersection, the highest north-south combination is noted, which is the southbound left versus the northbound through. The morning southbound left vs. northbound through volumes yielded a product of 84,987, and the afternoon volumes yielded a product of 151,316. Based on the 100,000-criterion left-turn phasing should be provided at Vessels Circle and Moody Street. At Cerritos Avenue and Moody Street protected left-turn phasing is already provided in the east-west direction, but based on the 100,000 criterion, it should also be provided in the north-south direction.

SUMMARY OF LEFT-TURN VS. THROUGH MOVEMENT CONFLICTS AT INTERSECTION 15: CERRITOS AVE & MOODY ST		
Movement	Peak Hour Conflicting Volumes	
	AM Peak	PM Peak
BUILDOUT 2038 WITH PROJECT		
SBL x NBT Total	497 x 171 84,987	362 x 418 151,316
BUILDOUT 2038		
SBL x NBT Total	497 x 90 44,730	362 x 343 124,166
EXISTING WITH EXTENSION WITH PROJECT		
SBL x NBT Total	426 x 159 67,734	312 x 373 116,376
EXISTING WITH EXTENSION		
SBL x NBT Total	426 x 78 33,228	312 x 298 92,976

The 100,000 criterion is intended to provide advance indication, when actual traffic volumes and observations are not available, of those locations where left-turn phasing may be warranted. Where the 100,000 threshold is met, evaluating the intersection delay and level of service is utilized to determine whether the left-turn phase is protected or protected-permissive.

Based on the LOS analysis, the northbound and southbound left-turn movements will be protected lefts at both Intersection #15 – Cerritos Avenue and Moody Street and Intersection #31 – Vessels Circle and Moody Street.

LEFT-TURN QUEUING ANALYSIS

In accordance with the Cypress Transportation Guidelines, a left-turn queuing analysis is required for any study intersection where a project is anticipated to contribute 25 or more net new trips during the AM or PM peak hour. A left-turn queuing analysis, based on the Highway Capacity Manual (HCM) methodology, has therefore been conducted for the 38 study intersections during the AM and PM peak hours, including the project driveway intersections. The HCM methodology determines the 95th percentile queue length, which means 95% of the time, during the peak hours, that the vehicle queue length will be equal or less than the queue length identified. The 95th percentile queue has been reviewed versus the left-turn lane storage capacities for the Buildout Year 2038 (Cumulative Conditions) without and with project conditions.

Table 9 shows the summary of the left-turn storage capacities and anticipated 95th percentile queue lengths at each of the study intersections and project driveways. Table 9 also identifies the change in vehicle queue for each left-turn pocket with the Project added and notes if that change is less than 1 vehicle length (25' typical). Where 95th percentile vehicle queues were reported to exceed the existing left-turn storage capacity, Table 9 also notes one of the following for those particular approach and left-turn movements:

- Additional queuing capacity beyond the end of the turn pocket due to existing two-way left-turn lane.
- Additional queuing can be accommodated by restriping.
- The increase in the queue length due to the Project is less than one car length (25 feet).
- Queue would be overcapacity by less than one car length (25 feet). This assumes the vehicle queue would be accommodated in the pocket opening.

The following intersections with the noted turn pocket approaches would experience left-turn queues exceeding the existing turn lane capacities in Buildout Year 2038 (Cumulative Conditions) without the Project:

- #1 - Lincoln Avenue at Moody Street – All approaches
- #2 – Lincoln Avenue at Walker Street – All approaches
- #3 – Lincoln Avenue at Valley View Street – SBL, WBL
- #4 – Orange Avenue at Moody Street – EBL
- #5 – Orange Avenue at Walker Street – NBL, SBL, EBL
- #6 – Orange Avenue at Valley View Street – NBL, EBL, WBL
- #7 – Ball Road at Bloomfield Street – NBL
- #8 – Ball Road at Denni Street – NBL, SBL
- #9 – Ball Road at Moody Street – WBL (AM Peak)
- #10 – Ball Road at Walker Street – SBL, EBL
- #11 – Ball Road at Valley View Street – NBL, EBL, WBL
- #14 – Cerritos Avenue at Lexington Drive/Denni Street – SBL
- #16 – Cerritos Avenue at Walker Street – SBL, WBL (PM Peak)

- #17 – Cerritos Avenue at Valley View Street – All approaches
- #18 – Vessels Circle at Walker Street – NBL, EBL
- #21 – Katella Avenue at Lexington Drive – NBL
- #23 – Katella Avenue at Siboney Street – WBL
- #24 – Katella Avenue at Walker Street – NBL, SBL (PM Peak), EBL
- #25 – Katella Avenue at Valley View Street – All approaches
- #26 – Katella Avenue at Hope Street- SBL
- #27 – Katella Avenue at Holder Street – SBL
- #30 – Orangewood Avenue at Valley View Street – SBL, EBL, WBL.

The addition of Project traffic in Buildout Year 2038 (Cumulative Conditions) would cause the vehicle queues to exceed the left-turn storage capacity for the following movements, intersections and peak hours identified:

- #9 – Ball Road at Moody Street – WBL (PM Peak)
- #10 – Ball Road at Walker Street – WBL (AM/PM Peak)
- #14 – Cerritos Avenue at Lexington Drive/Denni Street – NBL (AM Peak)
- #15 – Cerritos Avenue at Moody Street – NBL (PM Peak), WBL (AM Peak) – with inclusion of project feature
- #16 – Cerritos Avenue at Walker Street – WBL (AM Peak)
- #24 – Katella Avenue at Walker Street – SBL (AM Peak)

Proposed improvements at Intersection #18 – Vessels Circle at Walker Street are anticipated to accommodate the added vehicle queues due to the Project. In addition, the project features previously identified in this study for #15 – Cerritos Avenue at Moody Street are anticipated to accommodate the projected left-turn vehicle queues and prevent an exceedance.

TABLE 9
SUMMARY OF LEFT-TURN QUEUING ANALYSIS

Intersection Number	Intersection	Movement	Storage Capacity (ft/ln)	Peak Hour	Queue Length (ft/ln)			
					Buildout 2038 Without Project	Buildout 2038 Plus Project	Change	Notes
					95th Percentile	95th Percentile	95th Percentile	
1	Lincoln Avenue at Moody St	NBL	140 [1,3]	AM	**220**	**236**	16	Existing TWLTL available to accommodate the anticipated queue for Buildout 2038 Plus Project
				PM	**190**	211	21	
		SBL	120 [1]	AM	**253**	**249**	-4	
				PM	**277**	247	-30	
		EBL	150 [3]	AM	**203**	**207**	4	
				PM	**232**	232	0	
		WBL	120 [3,4]	AM	**127**	**130**	3	10' queue overflow can be accommodated in pocket opening.
				PM	119	**126**	7	
2	Lincoln Avenue at Walker St	NBL	90 [1 3]	AM	**105**	**106**	1	Existing TWLTL available to accommodate the anticipated queue for Buildout 2038 Plus Project
				PM	77	77	0	
		SBL	110 [3]	AM	**198**	**206**	8	
				PM	**182**	184	2	
		EBL	160 [3]	AM	142	160	18	
				PM	**225**	225	0	
		WBL	160	AM	131	147	16	
				PM	**204**	242	38	
3	Lincoln Ave at Valley View St	NBL	160 [3]	AM	93	108	15	
				PM	148	148	0	
		SBL	235	AM	111	111	0	
				PM	**278**	278	0	
		EBL	185 [3]	AM	143	161	18	
				PM	166	172	6	
		WBL	195 [3]	AM	175	179	4	
				PM	**334**	350	16	
4	Orange Ave at Moody St	NBL	150	AM	67	67	0	
				PM	21	21	0	
		SBL	160 [3]	AM	88	89	1	
				PM	54	55	1	
		EBL	100 [1]	AM	**135**	**135**	0	
				PM	88	88	0	
		WBL	125	AM	54	54	0	
				PM	61	61	0	

Notes:
* Queue length not reported
1 There is additional queuing capacity beyond the end of the turn pocket due to existing two-way-left-turn lane.
2 Additional queuing can be accommodated by a restriping.
3 The increase in the queue length due to the Project is less than one car length (25 feet).
4 The queue would be overcapacity by less than one car length (25 feet).
5 There is no striped storage capacity. Queue lengths are provided for informational purposes.

TABLE 9
SUMMARY OF LEFT-TURN QUEUING ANALYSIS

Intersection Number	Intersection	Movement	Storage Capacity (ft/ln)	Peak Hour	Queue Length (ft/ln)			
					Buildout 2038 Without Project	Buildout 2038 Plus Project	Change	Notes
					95th Percentile	95th Percentile	95th Percentile	
5	Orange Ave at Walker St	NBL	70 [1]	AM	**134**	**134**	0	
				PM	**141**	141	0	
		SBL	75 [1]	AM	**118**	**118**	0	
				PM	**166**	166	0	
		EBL	85 [1,4]	AM	**96**	**96**	0	
				PM	79	79	0	
		WBL	90	AM	80	80	0	
				PM	80	80	0	
6	Orange Ave at Valley View St	NBL	240	AM	**265**	**265**	0	
				PM	**278**	278	0	
		SBL	225	AM	122	122	0	
				PM	211	211	0	
		EBL	60	AM	**233**	**233**	0	
				PM	**191**	191	0	
		WBL	100	AM	**195**	**195**	0	
				PM	**260**	260	0	
7	Ball Rd at Bloomfield St	NBL	100 [3]	AM	**145**	**144**	-1	
				PM	**187**	189	2	
		SBL	160 [3]	AM	79	75	-4	
				PM	42	46	4	
		EBL	220 [3]	AM	53	58	5	
				PM	168	170	2	
		WBL	190 [3]	AM	69	75	6	
				PM	86	87	1	
8	Ball Rd at Denni St	NBL	55 [3]	AM	**108**	**112**	4	
				PM	**116**	119	3	
		SBL	80	AM	**186**	**186**	0	
				PM	32	32	0	
		EBL	150	AM	29	29	0	
				PM	34	34	0	
		WBL	145	AM	120	116	-4	
				PM	130	130	0	

Notes:
* Queue length not reported
1 There is additional queuing capacity beyond the end of the turn pocket due to existing two-way-left-turn lane.
2 Additional queuing can be accommodated by a restriping.
3 The increase in the queue length due to the Project is less than one car length (25 feet).
4 The queue would be overcapacity by less than one car length (25 feet).
5 There is no striped storage capacity. Queue lengths are provided for informational purposes.

TABLE 9
SUMMARY OF LEFT-TURN QUEUING ANALYSIS

Intersection Number	Intersection	Movement	Storage Capacity (ft/ln)	Peak Hour	Queue Length (ft/ln)			
					Buildout 2038 Without Project	Buildout 2038 Plus Project	Change	Notes
					95th Percentile	95th Percentile	95th Percentile	
9	Ball Rd at Moody St	NBL	115 [3]	AM	74	83	9	
				PM	106	108	2	
		SBL	180	AM	135	134	-1	
				PM	40	38	-2	
		EBL	165	AM	145	145	0	
				PM	57	57	0	
		WBL	180 [3]	AM	**265**	**281**	16	
				PM	174	**191**	17	
10	Ball Rd at Walker St	NBL	135	AM	125	125	0	
				PM	54	54	0	
		SBL	90 [1]	AM	**201**	**197**	-4	
				PM	**287**	**287**	0	
		EBL	150 [3]	AM	**190**	**191**	1	
				PM	**240**	**272**	32	
		WBL	120 [3, 4]	AM	113	**122**	9	14' queue overflow can be accommodated in existing pocket opening.
				PM	120	**134**	14	
11	Ball Rd at Valley View St	NBL	160	AM	**311**	**311**	0	
				PM	**426**	**426**	0	
		SBL	210	AM	73	73	0	
				PM	123	157	34	
		EBL	110	AM	**192**	**199**	7	
				PM	**305**	**333**	28	
		WBL	120 [3]	AM	**418**	**423**	5	
				PM	**284**	**298**	14	
14	Cerritos Ave at Lexington Dr/Denni St	NBL	100 [3 4]	AM	90	**107**	17	
				PM	58	66	8	
		SBL	100 [3]	AM	**129**	**133**	4	33' queue overflow can be accommodated in existing pocket opening and extended exclusive shared through-left lane.
				PM	70	80	10	
		EBL	115 [3]	AM	40	41	1	
				PM	74	77	3	
		WBL	160 [3]	AM	26	33	7	
				PM	4	12	8	

Notes:
* Queue length not reported
1 There is additional queuing capacity beyond the end of the turn pocket due to existing two-way-left-turn lane.
2 Additional queuing can be accommodated by a restriping.
3 The increase in the queue length due to the Project is less than one car length (25 feet).
4 The queue would be overcapacity by less than one car length (25 feet).
5 There is no striped storage capacity. Queue lengths are provided for informational purposes.

TABLE 9
SUMMARY OF LEFT-TURN QUEUING ANALYSIS

Intersection Number	Intersection	Movement	Storage Capacity (ft/ln)	Peak Hour	Queue Length (ft/ln)			
					Buildout 2038 Without Project	Buildout 2038 Plus Project	Change	Notes
					95th Percentile	95th Percentile	95th Percentile	
15	Cerritos Ave at Moody St	NBL	75	AM	**79**	**84**	5	2 left-turn lanes included as a project feature.
				PM	65	**233**	168	
		SBL	200	AM	**296**	**254**	-42	2nd southbound left-turn lane included as a project feature.
				PM	**282**	**205**	-77	
		EBL	150	AM	**172**	**245**	73	Restripe to extend eastbound left-turn pocket to accommodate Buildout 2038 Plus Project queue as a project feature.
				PM	**327**	**339**	12	
		WBL	150	AM	135	**166**	31	Restripe to extend westbound left-turn pocket to accommodate Buildout 2038 Plus Project queue as a project feature.
				PM	74	108	34	
16	Cerritos Ave at Walker St	NBL	200 [3]	AM	76	76	0	
				PM	87	109	22	
		SBL	130 [3]	AM	**241**	**251**	10	
				PM	**244**	**249**	5	
		EBL	150 [3]	AM	34	57	23	
				PM	76	86	10	
		WBL	190	AM	152	**206**	54	
				PM	**219**	**484**	265	
17	Cerritos Ave at Valley View St	NBL	230	AM	**396**	**439**	43	
				PM	**731**	**917**	186	
		SBL	225 [3]	AM	223	223	0	
				PM	**331**	**363**	32	
		EBL	280	AM	87	169	82	Restripe to extend eastbound left-turn pocket to accommodate the anticipated queue for Buildout 2038 Plus Project.
				PM	**304**	**414**	110	
		WBL	90 [3]	AM	**111**	**116**	5	Existing pocket opening can accommodate the anticipated queue for Buildout 2038 Plus Project
				PM	**109**	**109**	0	
18	Vessels Cir at Walker St	NBL	60 [2]	AM	6	12	6	Add eastbound right-turn overlap phasing, extend NB and EB Left-turn pocket, and widen Vessels Circle on the south side are provided as proposed improvements.
				PM	**128**	**224**	96	
		EBL	100 [2]	AM	**132**	**207**	75	
				PM	24	92	68	

Notes:
* Queue length not reported
TWLTL - Two-way left-turn lane
1 There is additional queuing capacity beyond the end of the turn pocket due to existing two-way-left-turn lane.
2 Additional queuing can be accommodated by a restriping.
3 The increase in the queue length due to the Project is less than one car length (25 feet).
4 The queue would be overcapacity by less than one car length (25 feet).
5 There is no striped storage capacity. Queue lengths are provided for informational purposes.

TABLE 9
SUMMARY OF LEFT-TURN QUEUING ANALYSIS

Intersection Number	Intersection	Movement	Storage Capacity (ft/ln)	Peak Hour	Queue Length (ft/ln)			
					Buildout 2038 Without Project	Buildout 2038 Plus Project	Change	Notes
					95th Percentile	95th Percentile	95th Percentile	
21	Katella Ave at Lexington Dr	NBL	120 [3,4]	AM	**146**	**146**	0	
				PM	**162**	**181**	19	
		SBL	200 [3]	AM	104	118	14	
				PM	71	92	21	
		EBL	280 [3]	AM	75	79	4	
				PM	38	56	18	
		WBL	130 [3]	AM	**182**	**182**	0	
				PM	**208**	**213**	5	
22	Katella Ave at Enterprise Dr	NBL	--[5]	AM	*	*	*	
				PM	*	*	*	
		WBL	80	AM	*	*	*	
				PM	*	*	*	
23	Katella Ave at Siboney St	NBL	--[5]	AM	108	108	0	
				PM	175	175	0	
		SBL	--[5]	AM	156	238	82	
				PM	91	201	110	
		EBL	270	AM	80	110	30	
				PM	155	244	89	
		WBL	145	AM	81	81	0	
				PM	**187**	**186**	-1	
24	Katella Ave at Walker St	NBL	40	AM	18	18	0	
				PM	**68**	**68**	0	
		SBL	275	AM	274	**294**	20	70' queue overflow can be accommodated in existing pocket opening and extended exclusive shared through-left lane.
				PM	**320**	**345**	25	
		EBL	110	AM	**222**	**125**	-97	
				PM	**206**	**215**	9	
		WBL	130	AM	4	4	0	
				PM	4	4	0	

Notes:
* Queue length not reported
TWLTL - Two-way left-turn lane
1 There is additional queuing capacity beyond the end of the turn pocket due to existing two-way-left-turn lane.
2 Additional queuing can be accommodated by a restriping.
3 The increase in the queue length due to the Project is less than one car length (25 feet).
4 The queue would be overcapacity by less than one car length (25 feet).
5 There is no striped storage capacity. Queue lengths are provided for informational purposes.

TABLE 9
SUMMARY OF LEFT-TURN QUEUING ANALYSIS

Intersection Number	Intersection	Movement	Storage Capacity (ft/ln)	Peak Hour	Queue Length (ft/ln)			Notes
					Buildout 2038 Without Project	Buildout 2038 Plus Project	Change	
					95th Percentile	95th Percentile	95th Percentile	
25	Katella Ave at Valley View St	NBL	280	AM	**416**	**476**	60	
				PM	**438**	**587**	149	
		SBL	185	AM	**191**	**197**	6	
				PM	**199**	**240**	41	
		EBL	170	AM	**197**	**197**	0	
				PM	**300**	**299**	-1	
		WBL	190	AM	155	155	0	
				PM	**305**	**343**	38	
26	Katella Ave at Hope St	NBL	165	AM	2	2	0	
				PM	27	27	0	
		SBL	65	AM	5	5	0	
				PM	**103**	**103**	0	
		EBL	165	AM	62	62	0	
				PM	23	23	0	
		WBL	150	AM	80	80	0	
				PM	23	23	0	
27	Katella Ave at Holder St	NBL	155	AM	4	4	0	
				PM	39	39	0	
		SBL	105	AM	**114**	**114**	0	
				PM	**255**	**255**	0	
		EBL	180	AM	80	80	0	
				PM	147	147	0	
		WBL	190	AM	41	41	0	
				PM	15	15	0	
28	Katella Ave at Dana Way	NBL	--[3,5]	AM	31	31	0	
				PM	58	59	1	
		SBL	--[3,5]	AM	46	46	0	
				PM	108	109	1	
		EBL	160	AM	44	44	0	
				PM	39	39	0	
		WBL	155	AM	48	48	0	
				PM	32	32	0	

Notes:
* Queue length not reported
TWLTL - Two-way left-turn lane
1 There is additional queuing capacity beyond the end of the turn pocket due to existing two-way-left-turn lane.
2 Additional queuing can be accommodated by a restriping.
3 The increase in the queue length due to the Project is less than one car length (25 feet).
4 The queue would be overcapacity by less than one car length (25 feet).
5 There is no striped storage capacity. Queue lengths are provided for informational purposes.

TABLE 9
SUMMARY OF LEFT-TURN QUEUING ANALYSIS

Intersection Number	Intersection	Movement	Storage Capacity (ft/ln)	Peak Hour	Queue Length (ft/ln)			Notes
					Buildout 2038 Without Project	Buildout 2038 Plus Project	Change	
					95th Percentile	95th Percentile	95th Percentile	
29	Katella Ave at Meridian Dr	NBL	50	AM	19	19	0	
				PM	19	19	0	
		SBL	50	AM	39	39	0	
				PM	26	26	0	
		EBL	170	AM	83	83	0	
				PM	17	17	0	
		WBL	160	AM	20	20	0	
				PM	14	14	0	
30	Orangewood Ave at Valley View St	NBL	215	AM	48	48	0	
				PM	23	23	0	
		SBL	250 [3]	AM	189	189	0	
				PM	**300**	**323**	23	
		EBL	80	AM	**176**	**176**	0	
				PM	**215**	**215**	0	
		WBL	100	AM	**122**	**122**	0	
				PM	**102**	**102**	0	
31	Moody/Siboney St at Vessels Cir	NBL	--[5]	AM	*	10	*	Project features provided for intersection.
				PM	*	22	*	
		SBL	--[5]	AM	97	350	*	
				PM	94	342	*	
		EBL	--[5]	AM	*	40	*	
				PM	*	93	*	
		WBL	--[5]	AM	*	40	*	
				PM	*	39	*	
D1	Driveway 1 at Lexington Dr	WBL	--[5]	AM	*	11	*	
				PM	*	4	*	

Notes:
* Queue length not reported
TWLTL - Two-way left-turn lane
1 There is additional queuing capacity beyond the end of the turn pocket due to existing two-way-left-turn lane.
2 Additional queuing can be accommodated by a restriping.
3 The increase in the queue length due to the Project is less than one car length (25 feet).
4 The queue would be overcapacity by less than one car length (25 feet).
5 There is no striped storage capacity. Queue lengths are provided for informational purposes.

TABLE 9
SUMMARY OF LEFT-TURN QUEUING ANALYSIS

Intersection Number	Intersection	Movement	Storage Capacity (ft/ln)	Peak Hour	Queue Length (ft/ln)			Notes
					Buildout 2038 Without Project	Buildout 2038 Plus Project	Change	
					95th Percentile	95th Percentile	95th Percentile	
D2	Driveway 2 at Cerritos Ave	NBL	--[5]	AM	*	24	*	
				PM	*	15	*	
		WBL	100	AM	*	2	*	
				PM	*	5	*	
D3	Driveway 3 at Cerritos Ave	NBL	--[5]	AM	*	25	*	
				PM	*	14	*	
		WBL	100	AM	*	2	*	
				PM	*	6	*	
D4	Driveway 4 at Moody St	NBL	100	AM	*	1	*	
				PM	*	16	*	
		SBL	100	AM	*	1	*	
				PM	*	4	*	
		EBL	--[5]	AM	*	18	*	
				PM	*	38	*	
		WBL	--[5]	AM	*	5	*	
				PM	*	11	*	
D5	Driveway 5 at Moody St	NBL	100	AM	*	2	*	
				PM	*	4	*	
		SBL	100	AM	*	0	*	
				PM	*	3	*	
		EBL	--[5]	AM	*	5	*	
				PM	*	9	*	
		WBL	--[5]	AM	*	8	*	
				PM	*	14	*	

Notes:
* Queue length not reported
TWLTL - Two-way left-turn lane
1 There is additional queuing capacity beyond the end of the turn pocket due to existing two-way-left-turn lane.
2 Additional queuing can be accommodated by a restriping.
3 The increase in the queue length due to the Project is less than one car length (25 feet).
4 The queue would be overcapacity by less than one car length (25 feet).
5 There is no striped storage capacity. Queue lengths are provided for informational purposes.

TABLE 9
SUMMARY OF LEFT-TURN QUEUING ANALYSIS

Intersection Number	Intersection	Movement	Storage Capacity (ft/ln)	Peak Hour	Queue Length (ft/ln)			
					Buildout 2038 Without Project	Buildout 2038 Plus Project	Change	Notes
					95th Percentile	95th Percentile	95th Percentile	
D6	Driveway 6 at Vessels Circle	NBL	--[5]	AM	*	8	*	
				PM	*	40	*	
		SBL	--[5]	AM	*	7	*	
				PM	*	18	*	
		EBL	--[5]	AM	*	0	*	
				PM	*	2	*	
		WBL	--[5]	AM	*	1	*	
				PM	*	2	*	
D7	Driveway 7 at Vessels Circle	NBL	--[5]	AM	*	8	*	
				PM	*	4	*	
		SBL	--[5]	AM	*	11	*	
				PM	*	50	*	
		EBL	--[5]	AM	*	1	*	
				PM	*	7	*	
		WBL	--[5]	AM	*	1	*	
				PM	*	2	*	

Notes:
* Queue length not reported
TWLTL - Two-way left-turn lane
1 There is additional queuing capacity beyond the end of the turn pocket due to existing two-way-left-turn lane.
2 Additional queuing can be accommodated by a restriping.
3 The increase in the queue length due to the Project is less than one car length (25 feet).
4 The queue would be overcapacity by less than one car length (25 feet).
5 There is no striped storage capacity. Queue lengths are provided for informational purposes.

CONSTRUCTION TRAFFIC

The Cities of Cypress, Los Alamitos and Garden Grove have designated truck routes within each City. The City of Cypress has designated Cerritos Avenue, Katella Avenue, Valley View Street, and Walker Street between Cerritos Avenue and Katella Avenue as truck routes within City limits. The City of Los Alamitos has designated Los Alamitos Boulevard, Bloomfield Street, Cerritos Avenue and Katella Avenue within City limits as truck routes. The City of Garden Grove has designated Valley View Street within City limits as a truck route. The truck routes for each city are shown on **Figures 24, 25** and **26**.

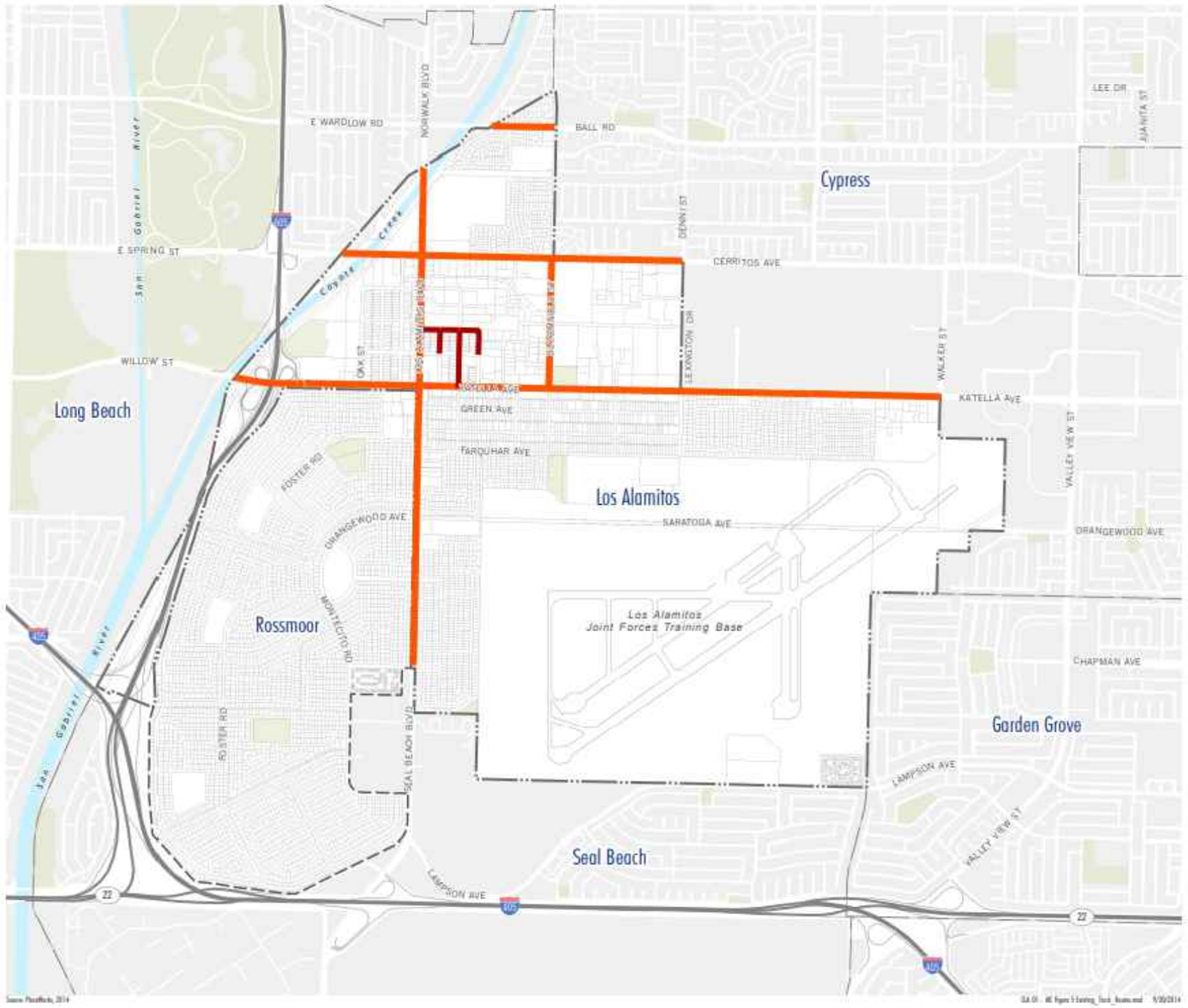
It should be noted that the Project will be constructed over an extended period, and the phasing of specific development projects is largely unknown and cannot be determined at this time. It is anticipated that for development in the Buildout Area, haul routes for construction traffic will be almost entirely along the designated truck routes (Katella Avenue, Cerritos Avenue, Walker Street and Valley View Street) to the I-605, SR-22 or I-405 Freeways. Use of the Moody Street extension (after it is built) and/or Lexington Drive may be needed for grading activities in some portions of the Buildout Area to access the noted designated truck routes. As each specific development project is identified, specific haul routes can be determined.

Temporary delays in traffic may occur due to oversized construction vehicles traveling at lower speeds on Katella Avenue, Cerritos Avenue or Walker Street turning into the Buildout Area. Such delays, however, will be occasional and of short duration. The traffic generated by construction activity will be limited in duration and will not materially impact the Level of Service at any of the study intersections.



NOT TO SCALE

FIGURE 24
CITY OF CYPRESS TRUCK ROUTES



Mobility & Circulation Element

Figure 5 Truck Routes

- Weight Restricted Roadways
- Designated Truck Routes
- City Boundary
- Sphere of Influence
- Other City Boundaries

NOT TO SCALE

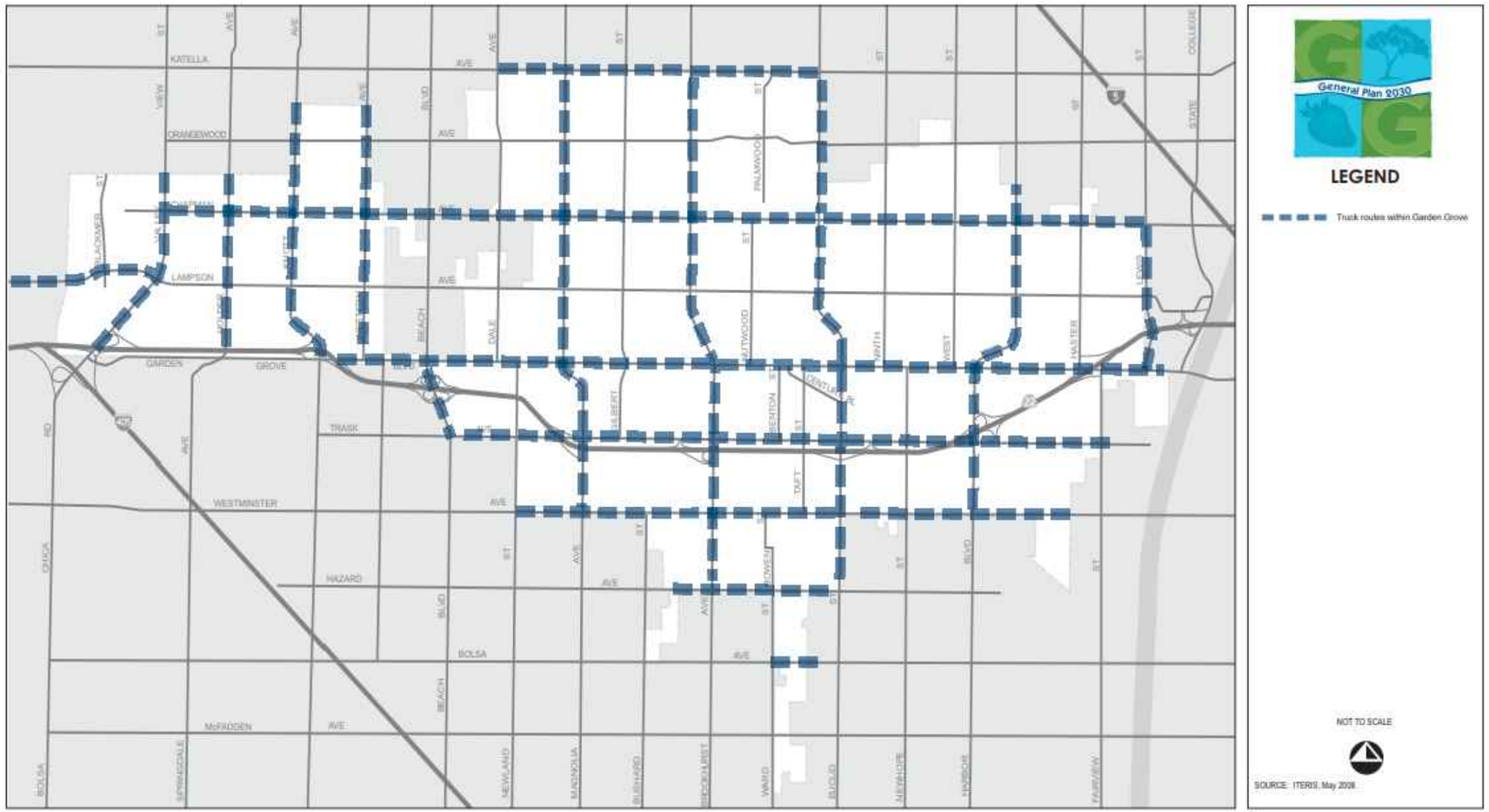
LOS ALAMITOS GENERAL PLAN

PLACEWORKS

FIGURE 25
CITY OF LOS ALAMITOS TRUCK ROUTES

Kimley»Horn

NOT TO SCALE



RBF CONSULTING

CITY OF GARDEN GROVE DESIGNATED TRUCK ROUTES

EXHIBIT CIR-5

FIGURE 26
CITY OF GARDEN GROVE TRUCK ROUTES

Kimley»Horn

ORANGE COUNTY CONGESTION MANAGEMENT PROGRAM (CMP)

The Orange County Congestion Management Program (CMP) was established in 1991 to reduce traffic congestion and to provide a mechanism for coordinating land use and development decisions. Compliance with the CMP requirements ensures a city's eligibility to compete for State gas tax funds for local transportation projects.

The Orange County CMP Highway System is shown on **Figure 27**. Within the Cities of Cypress and Los Alamitos, the CMP Highway System includes two arterials: Valley View Street and Katella Avenue. Three CMP intersections have been analyzed in or near the study area: Valley View Street at SR-22 Westbound Ramps; Valley View Street/Bolsa Chica Road at Garden Grove Boulevard; and Katella Avenue at Valley View Street.

Based on CMP requirements, a Traffic Impact Analysis (TIA) is required for CMP purposes for any proposed development generating 2,400 or more daily trips, except that for developments which will directly access a CMP Highway System roadway segment, the threshold for requiring a TIA is reduced to 1,600 or more trips per day. The Project is estimated to generate a total of 21,041 daily trips, and would take access directly from Katella Avenue, which is a CMP facility. As such, a TIA is required for CMP purposes.

Based on CMP requirements, the extent of the study area for a TIA is determined by comparing the project's daily trips on a CMP roadway segment to the daily LOS E capacity of that segment. The CMP requires that the study area for the project extend far enough to cover any CMP roadway segment on which the project traffic would represent 3 percent or more of the roadway segment LOS E capacity.

This section of the traffic study has been prepared to demonstrate that the analysis for the Project in the preceding sections of this report also satisfies the CMP study area requirements. The LOS E capacities of Katella Avenue and Valley View Street, the two CMP roadways in the project vicinity, and the forecasted daily project traffic volumes on those segments, are shown on **Figure 28**[2]**.** This figure demonstrates that the project daily traffic volumes will exceed the 3 percent threshold for relatively short distances on Katella Avenue east and west of the Buildout Area and along Valley View Street to the north and south. As shown on **Figure 28**, it is anticipated or shown that the project daily traffic volumes will dissipate below the 3 percent threshold on Katella Avenue to the east and west of the marked points and on Valley View Street to the north and south of the marked points**.**

The intersections of Valley View Street at SR-22 Westbound Ramps, Valley View Street/Bolsa Chica Road at Garden Grove Boulevard, and Katella Avenue at Valley View Street have therefore been included in the peak hour analysis reflected in **Figure 28** to satisfy the CMP study requirements because project daily traffic volumes would be above the 3 percent threshold approaching those intersections, but (1) with respect to Katella Avenue, would dissipate to below the 3 percent

[2] Pursuant to the *Guidance for Administration of the Orange County Master Plan of Arterial Highways* (OCTA, October 2012), the LOS E capacity for 6-lane major roadways (Katella Avenue and Valley View Street) is 56,300 vehicles per day.

threshold (a) at the next CMP intersection to the west, which is the Katella Avenue at I-605 Southbound Ramps, and (b) before reaching the next CMP intersection to the east, which is the Beach Boulevard and Katella intersection, and (2) with respect to Valley View Street, would dissipate below the 3 percent threshold along Valley View Street before reaching the next CMP intersection to the north, which is the SR-91 Eastbound Ramp and Valley View Street intersection in the City of Buena Park, and before reaching the next CMP intersection to the south, which is Bolsa Chica Road at I-405 Southbound Ramps. Therefore, the CMP traffic analysis has been carried out sufficiently far enough to satisfy CMP requirements.

It should be noted that the CMP traffic analysis for Intersection #32 – Valley View Street at SR-22 Westbound Ramps and Intersection #33 – Valley View Street/Bolsa Chica Road at Garden Grove Boulevard, utilizes historical counts from 2017 and 2015, respectively. These historical traffic volumes were grown utilizing an ambient annual growth rate of 1% per year, up to Existing Year 2024 conditions and Buildout Year 2038 Conditions. No adjustments to the traffic counts for Intersection #25 – Katella Avenue at Valley View Street were applied for Existing Year 2024 Conditions as the traffic counts for this intersection were collected in May 2024. The traffic volumes for this intersection were grown at an ambient annual growth rate of 1% per year to Buildout Year 2038 Conditions.

Table 10 shows the results of the CMP analysis. As shown in **Table 10**, in the Existing Condition with Moody Street Extension, Existing with Project, and Buildout Year 2038 with and without project, the CMP intersections of Valley View Street at SR-22 Westbound Ramps, Valley View Street/Bolsa Chica Road at Garden Grove Boulevard, and Katella Avenue and Valley View Street would operate at LOS D or better in both the AM and PM peak hours, which is acceptable per CMP requirements as shown below. Intersection peak hour traffic volumes analyzed for the Valley View Street at SR-22 Westbound Ramps and Valley View Street/Bolsa Chica Road at Garden Grove Boulevard intersections are presented in **Figure 29** (the peak hour traffic volumes for Katella Avenue at Valley View Street intersection have been presented earlier in this study).

NOT TO SCALE

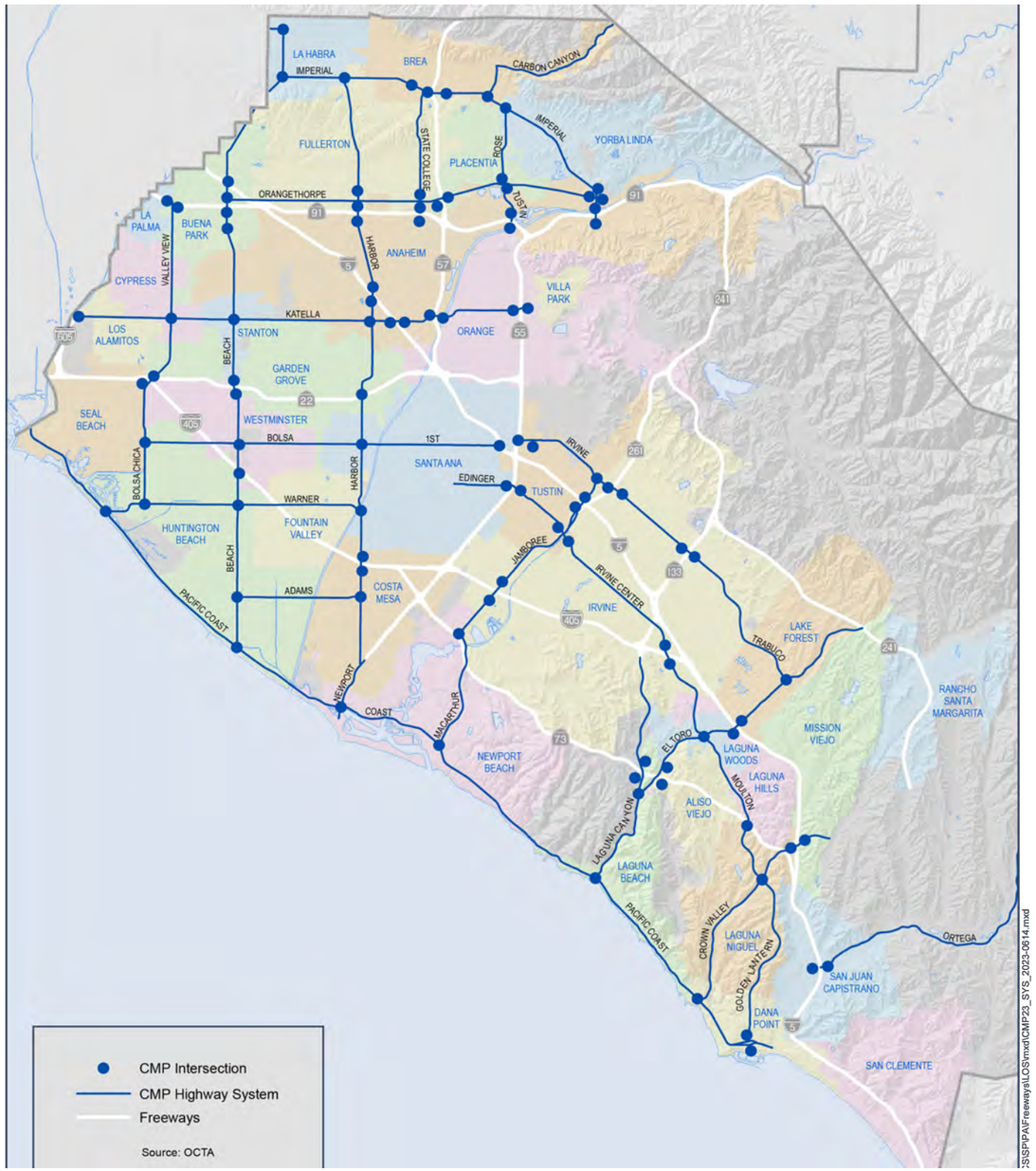
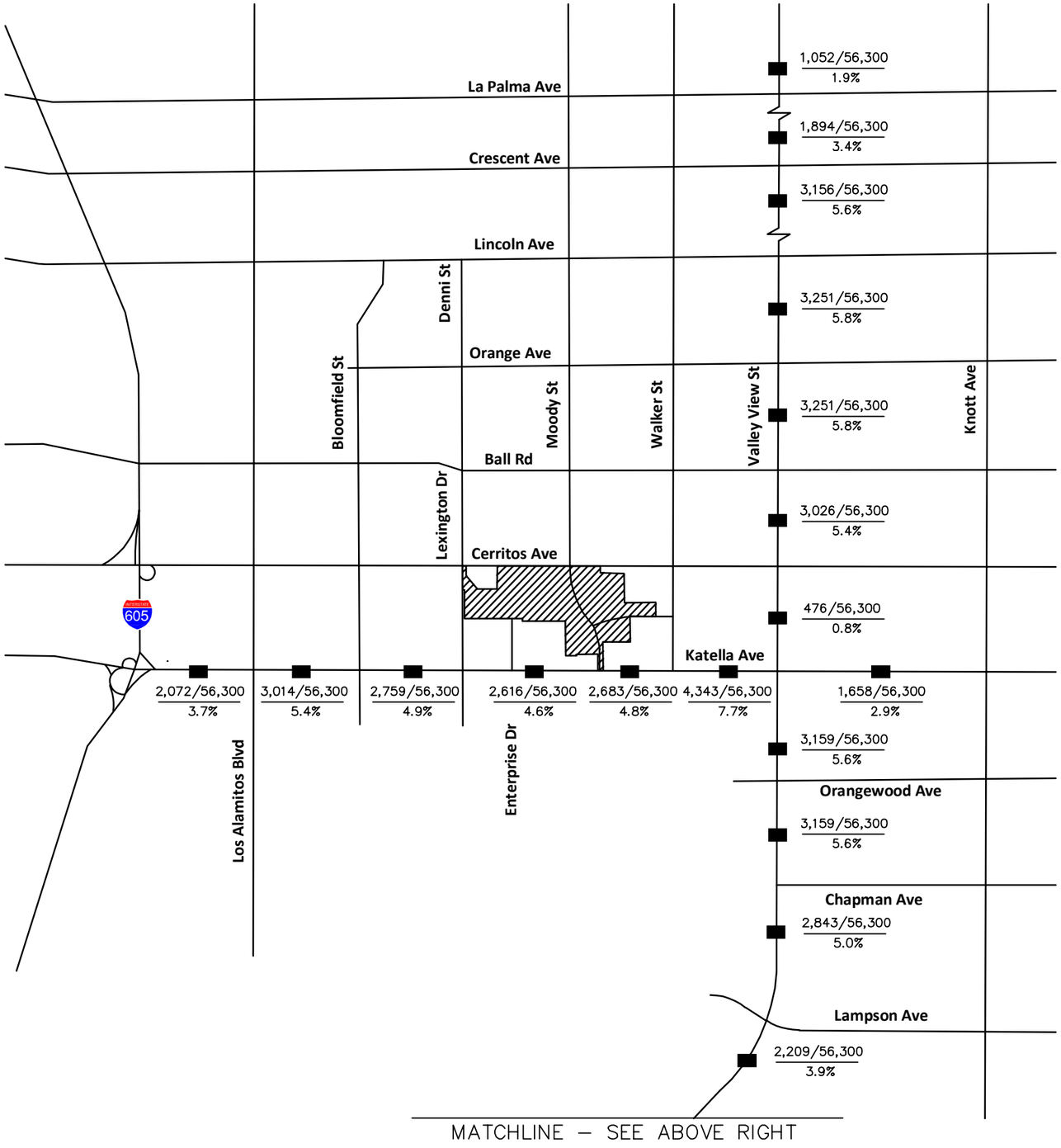
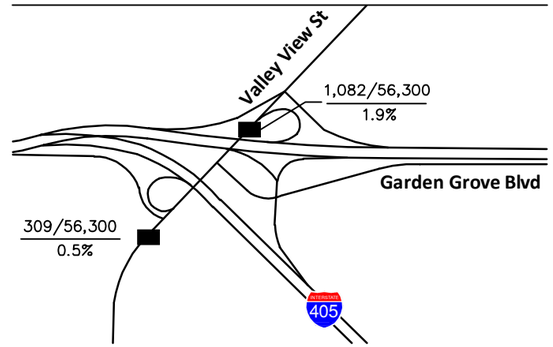


FIGURE 27
COUNTY OF ORANGE CMP HIGHWAY SYSTEM



NOT TO SCALE

MATCHLINE – SEE BELOW LEFT



LEGEND:

= Buildout Area

XXX / YYY / Z% = Project Traffic / LOS "E" Capacity / Project Percentage of LOS "E" Capacity

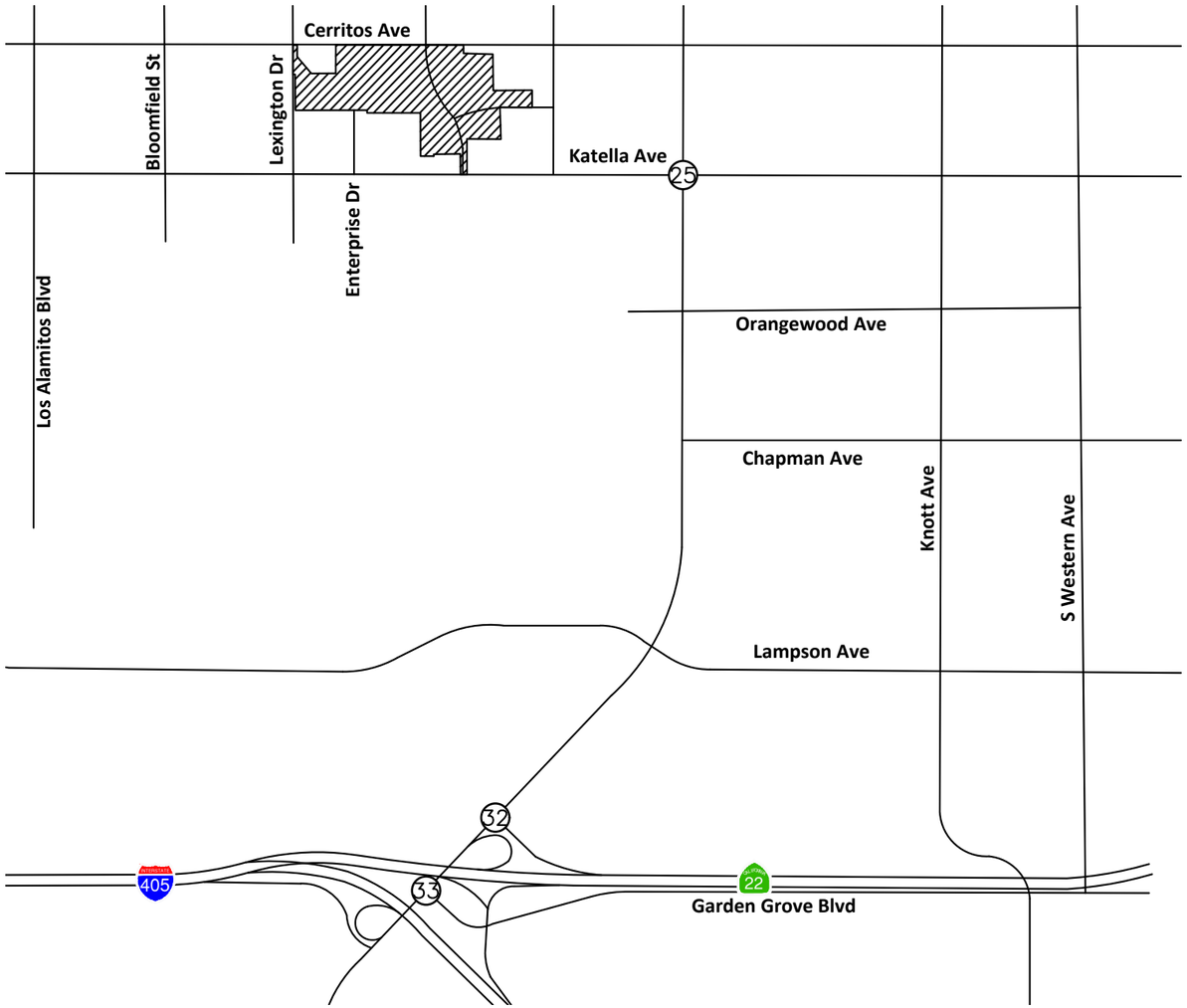
FIGURE 28
CMP STUDY AREA DETERMINATION

Kimley»Horn

TABLE 10
SUMMARY OF INTERSECTION OPERATION
OC CMP INTERSECTIONS

Int. #	Intersection	Traffic Control	Existing				Existing Plus Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
25	Katella Ave at Valley View St	S	0.629	B	0.703	C	0.648	B	0.735	C
32	Valley View St at SR-22 Westbound Ramps	S	0.758	C	0.752	C	0.765	C	0.779	C
33	Valley View St/Bolsa Chica Rd at Garden Grove Blvd	S	0.743	C	0.833	D	0.775	C	0.818	D

Int. #	Intersection	Traffic Control	Buildout Year 2038				Buildout Year 2038 with Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
25	Katella Ave at Valley View St	S	0.717	C	0.802	D	0.734	C	0.837	D
32	Valley View St at SR-22 Westbound Ramps	S	0.806	D	0.815	D	0.813	D	0.835	D
33	Valley View St/Bolsa Chica Rd at Garden Grove Blvd	S	0.827	D	0.885	D	0.834	D	0.891	D



LEGEND:

= Buildout Area

(X) = Study Intersection

XX/YY = AM/PM Volumes

FIGURE 29
OC CMP TRAFFIC VOLUMES

EXISTING TRAFFIC VOLUMES

25. Katella Ave at Valley View St	32. Valley View St at SR-22 Westbound Ramps	33. Valley View St / Bolsa Chica Rd at Garden Grove Blvd
288/274 ↙ 1107/1162 ← 204/169 ↘ 146/193 ← 623/851 ↖ 139/259 216/317 → 669/867 → 451/687 ↘ 608/550 ↗ 1105/1561 → 166/173 ↗	1624/2113 ← 543/493 ↖ 764/734 1771/2087 →	1867/2120 ← 582/569 ↘ 1053/1225 ← 115/169 1151/1311 → 515/682 ↗

EXISTING WITH PROJECT TRAFFIC VOLUMES

25. Katella Ave at Valley View St	32. Valley View St at SR-22 Westbound Ramps	33. Valley View St / Bolsa Chica Rd at Garden Grove Blvd
288/274 ↙ 1129/1175 ← 211/172 ↘ 148/199 ← 643/912 ↖ 139/259 216/317 → 706/903 → 523/753 ↘ 648/665 ↗ 1113/1579 → 166/173 ↗	1804/2168 ← 595/530 ↖ 817/734 1915/2143 →	2061/2142 ← 660/591 ↘ 1162/1262 ← 125/169 1261/1330 → 561/682 ↗

BUILD OUT 2038 TRAFFIC VOLUMES

25. Katella Ave at Valley View St	32. Valley View St at SR-22 Westbound Ramps	33. Valley View St / Bolsa Chica Rd at Garden Grove Blvd
347/328 ↙ 1300/1350 ← 244/197 ↘ 178/225 ← 736/986 ↖ 160/298 254/381 → 775/1013 → 547/843 ↘ 759/656 ↗ 1301/1804 → 191/199 ↗	2004/2437 ← 682/567 ↖ 924/830 2181/2373 →	2312/2411 ← 732/661 ↘ 1320/1392 ← 141/191 1429/1484 → 633/770 ↗

BUILD OUT 2038 WITH PROJECT TRAFFIC VOLUMES

25. Katella Ave at Valley View St	32. Valley View St at SR-22 Westbound Ramps	33. Valley View St / Bolsa Chica Rd at Garden Grove Blvd
347/328 ↙ 1322/1363 ← 251/200 ↘ 180/231 ← 756/1047 ↖ 160/298 254/381 → 812/1049 → 619/909 ↘ 799/771 ↗ 1309/1822 → 191/199 ↗	2070/2484 ← 696/620 ↖ 924/830 2201/2454 →	2338/2430 ← 758/680 ↘ 1334/1445 ← 141/191 1435/1512 → 633/770 ↗

NOT TO SCALE

Kimley»Horn

MELIA HOMES PROJECT TRAFFIC ANALYSIS

Melia Homes has proposed a project (Melia Project) in a portion of the Buildout Area that is Lot 14 on proposed Vesting Tentative Tract Map No. 19247 (VTTM 19247) and includes approximately 7.33 acres of land (Melia Site), all as shown on **Figure 2**. The Melia Project includes the subdivision of proposed Lot 14 into 8 lots (Lots 1-6, A and B) for condominium purposes for the construction and sale of 112 attached townhomes, with common areas for landscaping, recreation center, parking, drive aisles and easements. The Melia Site is located in the Mixed-Use (Town Center/MDR) District established in the Specific Plan.

Analysis Scenarios

This traffic analysis for the Melia Project evaluates weekday morning and evening peak hour operations for the following scenarios:

- Existing (2025) Conditions
- Existing (2025) Plus Project Conditions.

Analysis Methodology

This traffic analysis focuses on the Melia Project's off-site traffic-related impacts and peak-hour impacts at the following study intersection, which provides the only access to and from the Melia Site to the City's roadway network:

- Katella Avenue and Siboney Street.

As set forth in the Cypress Circulation Element, the City's Level of Service standard for acceptable intersection operation is Level of Service D, except at intersections along Valley View Street, Lincoln Avenue, and Katella Avenue. As the study intersection is on Katella Avenue, the acceptable level of service is LOS E.

Existing Peak Hour Traffic Volumes

Existing peak hour turning movement counts were collected on a typical (non-holiday) weekday in May 2024 at the study intersection. These traffic volumes were grown to Existing (2025) volumes by utilizing a conservative ambient growth rate of 1 percent per year. The resulting Existing (2025) peak hour volumes are shown on **Figure 30**. Intersection analysis worksheets are provided in ***Appendix G*** hereto. The results of the Existing (2025) intersection analysis are summarized on **Table 11**. This table shows that the study intersection currently operates at an acceptable Level of Service.

Project Trip Generation

Daily and peak hour trip generation estimates have been prepared for the Melia Project. Trip generation estimates are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) trip rates for:

- Multifamily Housing (Low-Rise) (Land Use 220)

The trip rate and the resulting project trip generation estimate is shown on **Table 12**. The Melia Project would generate approximately 755 vehicle trips on a daily basis, with 45 trips (11 inbound and 34 outbound) in the morning peak hour and 57 trips (36 inbound and 21 outbound) in the evening peak hour.

It should be noted that the Cypress Specific Plan 3.0 Buildout Project is based on the assumption that a maximum of 131 dwelling units would be developed on the Melia Site (*i.e.*, proposed Lot 14 in VTTM 19247). As the Melia Project includes only 112 dwelling units, the trip generation estimates are less than what has been analyzed in this report.

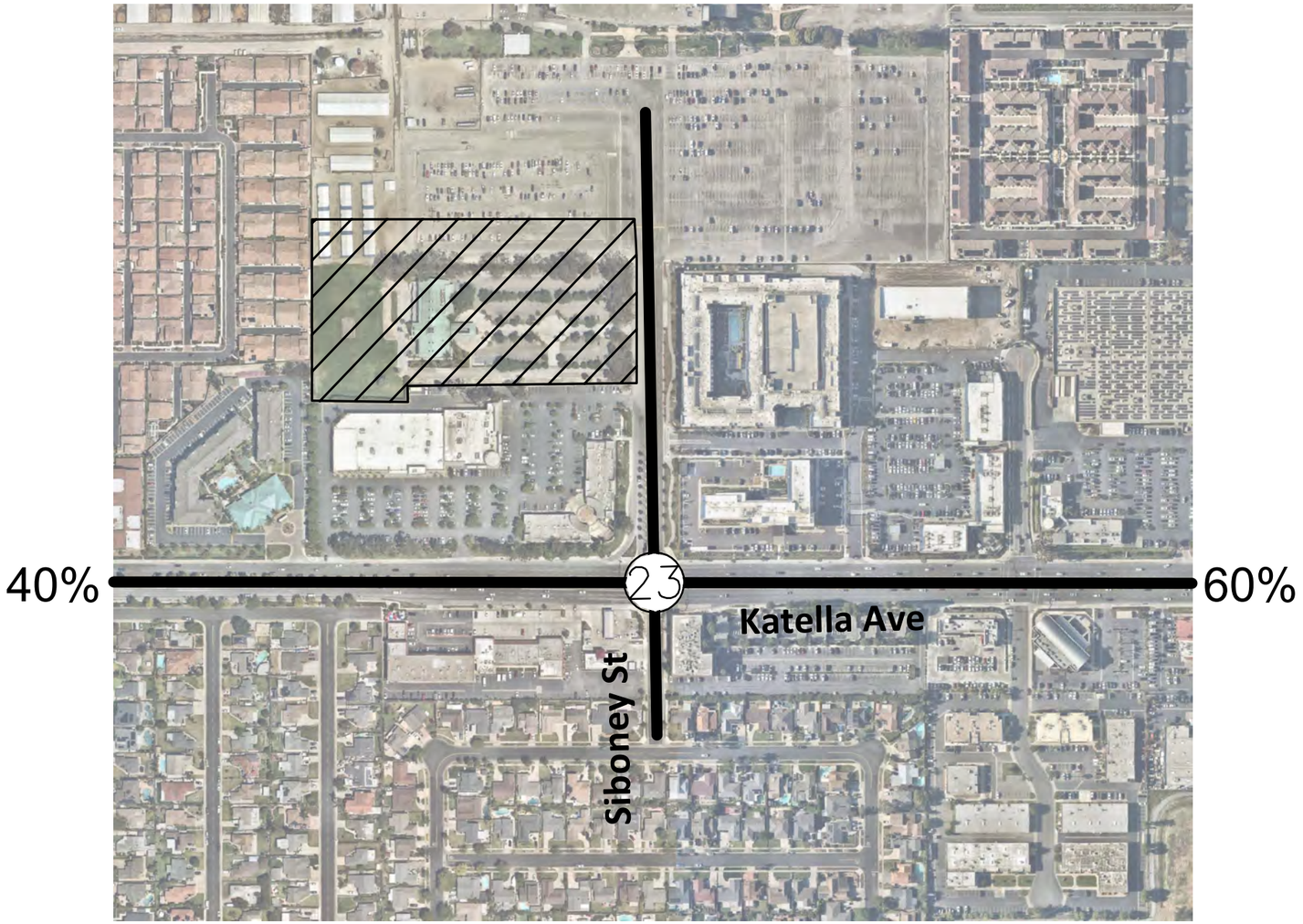
Project Trip Distribution and Assignment

Trip distribution assumptions for the Project were developed based on the likely origins and destinations of residents. Trip distribution assumptions during the morning and afternoon peak hours for the project are shown on **Figure 30** and follow the same distribution patterns as the residential use distribution utilized in this report for the entire Buildout Area.

Existing (2025) Plus Project Peak Hour Analysis

Project-related trips were added to Existing (2025) traffic volumes to forecast Existing (2025) Plus Project Conditions. Morning and evening peak hour traffic volumes for this scenario are shown on **Figure 30**. A summary of the resulting intersection Level of Service is provided on **Table 11**. Intersection analysis worksheets are provided in ***Appendix G***. **Table 11** shows that during peak hours, the study intersection would operate acceptably with the addition of project traffic pursuant to the Cypress Circulation Element.

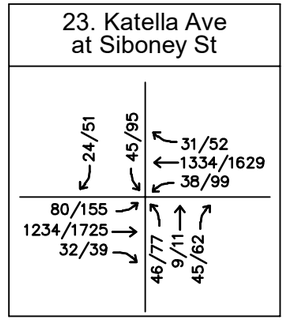
Pursuant to the Cypress Transportation Guidelines, a project-related traffic effect is considered deficient under the HCM methodology if the increase in delay exceeds the City's applicable threshold of deficiency. The addition of project traffic at the intersection does not increase the intersection delay beyond the relevant thresholds of deficiency. Therefore, the Melia Project would not have any project-related effect.



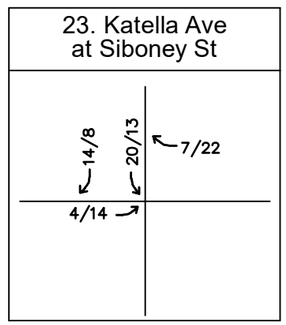
NOT TO SCALE

TRAFFIC VOLUMES

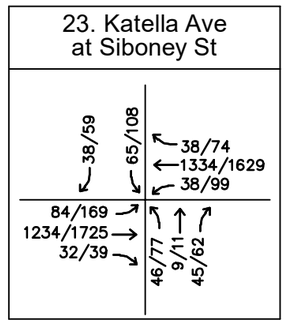
EXISTING (2025)



PROJECT



EXISTING (2025) WITH PROJECT



LEGEND:

= Melia Site

= Study Intersection

XX% = Project Trip Distribution %

XX/YY = AM/PM Volumes

FIGURE 30
MELIA PROJECT TRIP DISTRIBUTION AND TRAFFIC VOLUMES

Kimley»Horn

TABLE 11
SUMMARY OF INTERSECTION OPERATIONS
MELIA HOMES PROJECT

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Existing (2025)		Existing (2025) Plus Project		Change in Delay	Project-Related Effect?	Existing (2025)		Existing (2025) Plus Project		Change in Delay	Project-Related Effect?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
23	Katella Avenue at Siboney Street	S	13.2	B	14.1	B	0.9	No	22.5	C	23.2	C	0.7	No

TABLE 12
SUMMARY OF PROJECT TRIP GENERATION
MELIA HOMES PROJECT

ITE Land Use	ITE Code	Unit	Trip Generation Rates [1]						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Multifamily Housing (Low-Rise)	220	DU	6.740	0.096	0.304	0.400	0.321	0.189	0.510

Project Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Multifamily Housing (Low-Rise)	112	DU	755	11	34	45	36	21	57
Total Proposed Project Trips			**755**	**11**	**34**	**45**	**36**	**21**	**57**

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

DU = Dwelling Unit

SUMMARY OF FINDINGS AND CONCLUSIONS

- The Project is based on reasonably foreseeable buildout under the Specific Plan, which includes 141 detached single-family homes, 269 attached single-family homes, 1,381 multi-family residential units, and 440,000 square feet of commercial/retail floor area.

- The Project is anticipated to have one driveway access point along Lexington Drive, two driveway access points along Cerritos Avenue, two driveway access points along the Moody Street extension and two driveway access points along Vessels Circle. These driveways will be unsignalized, and will allow all movements. The spacing between the proposed driveways along Cerritos Avenue, as required by the City, will be 300 feet or greater from each other and from the existing intersections. The final location of the project driveway access points will be subject to review and approval by the City.

- Morning and evening peak hour operating conditions were evaluated at 31 intersections and 7 project driveway locations, totaling 38 study intersections, for the following study scenarios:
    - Existing Conditions
    - Existing Plus Project
    - Buildout Year 2038 Without Project
    - Buildout Year 2038 With Project.

- Under Existing Conditions, all study intersections currently operate at acceptable levels of service.

- At project buildout, the Project would generate approximately 21,041 weekday vehicle trips on a daily basis, with 1,019 trips during the morning peak hour and 1,418 trips during the evening peak hour.

- The extension of Moody Street to Katella Avenue and Vessels Circle to the extended Moody Street, including the intersection of Moody Street and Vessels Circle, were coded into the OCTAM model version 5.1. A selectzone analysis for the project scenario was conducted to help determine the trip distribution with the Moody Street and Vessels Circle extensions. Project traffic was manually removed based on this trip distribution to develop no project scenario with the roadway modifications. The link volumes obtained from the OCTAM model output were post-processed using the B-Turns methodology developed by the Federal Highway Administration (FHWA) to determine intersection turn movement volumes for the Existing Conditions with Extensions. All study intersections are projected to operate at acceptable levels of service under existing conditions.

- Project traffic was added to Existing Conditions with Extensions to establish Existing Plus Project forecasts. Project features are proposed at Intersection #15 – Cerritos Avenue at Moody Street and at Intersection #31 – Vessels Circle at Moody Street. Under Existing Plus

Project Conditions, all study intersections in both the City of Cypress and City of Los Alamitos would operate acceptably with the addition of project traffic pursuant to their Circulation Elements.

However, pursuant to the Cypress Transportation Guidelines, a project-related traffic effect is considered deficient under the HCM methodology if the increase in delay exceeds the City's applicable threshold of deficiency. While the following intersections in the City of Cypress operate acceptably pursuant to the Cypress Circulation Element, the addition of project traffic at those intersections increases the intersection delay, during the noted peak hours, beyond the relevant thresholds of deficiency and are considered to have project-related effects:

HCM Methodology:

- #16 – Cerritos Avenue at Walker Street: PM Peak
- #17 – Cerritos Avenue at Valley View Street: PM Peak
- #18 – Vessels Circle at Walker Street: PM Peak
- #23 – Katella Avenue at Siboney Street: PM Peak
- #25 – Katella Avenue at Valley View Street: PM Peak.

With respect to the ICU analysis for Existing Plus Project, all the study intersections would operate acceptably pursuant to both the Cypress Circulation Element and Los Alamitos Circulation Element, and the Project would not have a project-related effect on any of them.

- Ambient traffic growth at a conservative rate of 1.0 percent per year and traffic from Cumulative Projects were added to Existing Conditions to establish Buildout Year 2038 Without Project cumulative conditions.

- Under Buildout Year 2038 Without Project Conditions, each of the study intersections would operate within their respective target Levels of Service.

- Project traffic was added to Buildout Year 2038 Without Project Conditions to establish Buildout Year 2038 With Project forecasts.

- Under Buildout Year 2038 With Project Conditions, study intersections in the City of Los Alamitos and project driveways would operate acceptably pursuant to the Los Alamitos Circulation Element and only the following study intersections in the City of Cypress would operate unacceptably with the addition of project traffic during the noted peak hours pursuant to the Cypress Circulation Element and are therefore considered to have project-related effects:

  HCM Methodology:
  - #9 – Ball Road at Moody Street – AM Peak (LOS E)
  - #10 – Ball Road at Walker Street – PM Peak (LOS E)
  - #17 – Cerritos Avenue at Valley View Street: PM Peak (LOS F).

However, pursuant to the Cypress Transportation Guidelines, a project-related traffic effect is considered deficient if the increase in delay per the HCM methodology or volume/capacity ratio per the ICU methodology exceeds the City's applicable threshold of deficiency. While the following intersections in the City of Cypress operate acceptably pursuant to the Cypress Circulation Element, the addition of project traffic increases at those intersections either the intersection delay or volume/capacity ratio, during the noted peak hour, beyond the City's relevant threshold of deficiency and are considered to have project-related effects.

HCM Methodology:

- #1 – Lincoln Avenue at Moody Street: AM/PM Peak
- #2 – Lincoln Avenue at Walker Street: PM Peak
- #3 – Lincoln Avenue at Valley View Street: PM Peak
- #11 – Ball Road at Valley View Street: AM/PM Peak
- #16 – Cerritos Avenue at Walker Street: PM Peak
- #17 – Cerritos Avenue at Valley View Street: AM Peak
- #18 – Vessels Circle at Walker Street: PM Peak
- #23 – Katella Avenue at Siboney Street: PM Peak
- #25 – Katella Avenue at Valley View Street: PM Peak
- #30 – Orangewood Avenue at Valley View Street: PM Peak.

With respect to the ICU analysis, the following study intersection operates acceptably pursuant to the Los Alamitos Circulation Element. However, the addition of project traffic increases the Volume/Capacity (V/C) Ratio at that intersection, during the noted peak hour, by more than 0.01 and is therefore considered to be deficient and have a project-related effect, consistent with recent approved traffic analysis studies in the City of Los Alamitos:

ICU Methodology:

- #12 - Cerritos Avenue at Los Alamitos Boulevard: PM Peak.

- Of the identified intersections with project-related effects, proposed improvements are identified for Intersections #9 – Ball Road at Moody Street, #10 – Ball Road at Walker Street, #16 – Cerritos Avenue at Walker Street, #17 – Cerritos Avenue at Valley View Street, #18 – Vessels Circle at Walker Street, and #23 – Katella Avenue at Siboney Street. Proposed feasible improvements are recommended at these six intersections, as described below, to reduce their project effects, notwithstanding that three of them will operate at acceptable levels of service pursuant to the Cypress Circulation Element. Intersection #17 – Cerritos Avenue at Valley View Street in the PM Peak will continue to operate at an unacceptable LOS with the proposed feasible improvements.

- #9 – Ball Road at Moody Street
  - Add additional mast arm indications for the northbound and southbound approaches.

- #10 – Ball Road at Walker Street
  - Restripe the EB/WB approaches to provide one left-turn lane, two through lanes, and one dedicated right-turn lane.
  - Shift the westbound exit lanes north.

- #15 – Cerritos Avenue at Moody Street
  - Restripe EB approach to provide one exclusive right-turn lane.
  - Restripe SB approach to provide 2 lefts, 1 through, and 1 shared through/right lane.
  - NB approach to provide 2 lefts, 1 through, and 1 shared/through right lane.
  - Modify traffic signals to provide protected phasing for the NB/SB approaches.
  - Provide a crosswalk on the east leg of the intersection.
  - Provide bike lanes on Moody Street.

- #16 – Cerritos Avenue at Walker Street
  - Add NB right-turn overlap phasing.

- #17 – Cerritos Avenue at Valley View Street
  - Provide NB right-turn and SB right-turn overlap phasing.
  - Modify striping to extend EB left-turn pocket storage.

- #18 – Vessels Circle at Walker Street
  - Add EB right-turn overlap phasing.
  - Modify striping to extend NB and EB left-turn pocket storage.
  - Widen Vessels Circle by 10 feet on the south side.
  - Widen the westbound receiving lane by 3 feet.
  - Modify traffic signal in conjunction with Vessels Circle widening.

- #23 – Katella Avenue at Siboney Street
  - Add WB right-turn overlap phasing.

- #31 – Vessels Circle at Moody Street
  - Install traffic signal.
  - NB approach to provide 1 left, 2 throughs, 1 right.
  - SB approach to provide 1 left, 1 through, 1 through/right.
  - WB approach to provide 1 left, 1 through, 1 right.
  - EB approach to provide 1 left, 1 through/right.
  - Provide bike facilities on both Moody Street and Vessels Circle.

- Signal warrant analysis was conducted for the following intersections:
    - #22 – Katella Avenue at Enterprise Drive
    - #31 – Vessels Circle at Moody Street (future intersection).

  Using the Buildout Year 2038 with Project conditions, future Intersection #31 - Vessels Circle at Moody Street would satisfy the signal warrants in the morning and the evening peak hours. It is therefore recommended that a traffic signal be installed at this future intersection. Based on a left-turn phasing analysis, left-turn phasing in the north-south direction is recommended.

  The traffic signal warrant was not met at Intersection #22 – Katella Avenue at Enterprise Drive. Installation of a traffic signal at that intersection is therefore not recommended at this time.

- 95th percentile left-turn vehicle queues were evaluated at each study intersection where a minimum of 25 peak hour project trips in any peak hour were distributed. Where 95th percentile vehicle queues were reported to exceed the existing left-turn storage capacity, one of the following was noted for each approach and left-turn movement:

    - Additional queuing capacity beyond the end of the turn pocket due to existing two-way left-turn lane.
    - Additional queuing can be accommodated by restriping.
    - The increase in the queue length due to the project is less than one car length (25 feet).
    - Queue would be overcapacity by less than one car length (25 feet). This assumes the vehicle queue would be accommodated in the pocket opening.

  The following intersections with the noted turn pocket approaches would experience left-turn queues exceeding the existing turn lane capacities in Buildout Year 2038 (Cumulative Conditions) without the Project:

    - #1 - Lincoln Avenue at Moody Street – All approaches
    - #2 – Lincoln Avenue at Walker Street – All approaches
    - #3 – Lincoln Avenue at Valley View Street – SBL, WBL
    - #4 – Orange Avenue at Moody Street – EBL
    - #5 – Orange Avenue at Walker Street – NBL, SBL, EBL
    - #6 – Orange Avenue at Valley View Street – NBL, EBL, WBL
    - #7 – Ball Road at Bloomfield Street – NBL
    - #8 – Ball Road at Denni Street – NBL, SBL
    - #9 – Ball Road at Moody Street – WBL (AM Peak)
    - #10 – Ball Road at Walker Street – SBL, EBL
    - #11 – Ball Road at Valley View Street – NBL, EBL, WBL
    - #14 – Cerritos Avenue at Lexington Drive/Denni Street – SBL

- #16 – Cerritos Avenue at Walker Street – SBL, WBL (PM Peak)
- #17 – Cerritos Avenue at Valley View Street – All approaches
- #18 – Vessels Circle at Walker Street – NBL, EBL
- #21 – Katella Avenue at Lexington Drive – NBL
- #23 – Katella Avenue at Siboney Street – WBL
- #24 – Katella Avenue at Walker Street – NBL, SBL (PM Peak), EBL
- #25 – Katella Avenue at Valley View Street – All approaches
- #26 – Katella Avenue at Hope Street- SBL
- #27 – Katella Avenue at Holder Street – SBL
- #30 – Orangewood Avenue at Valley View Street – SBL, EBL, WBL.

The addition of Project traffic in Buildout Year 2038 (Cumulative Conditions) would cause the vehicle queues to exceed the left-turn storage capacity for the following movements, intersections and peak hours identified:

- #9 – Ball Road at Moody Street – WBL (PM Peak)
- #10 – Ball Road at Walker Street – WBL (AM/PM Peak)
- #14 – Cerritos Avenue at Lexington Drive/Denni Street – NBL (AM Peak)
- #15 – Cerritos Avenue at Moody Street – NBL (PM Peak), WBL (AM Peak) – with inclusion of project feature
- #16 – Cerritos Avenue at Walker Street – WBL (AM Peak)
- #24 – Katella Avenue at Walker Street – SBL (AM Peak).

Proposed improvements at Intersection #18 – Vessels Circle at Walker Street are anticipated to accommodate the added vehicle queues due to the Project. In addition, the project features previously identified in this study for Intersection #15 – Cerritos Avenue at Moody Street, are anticipated to accommodate the projected left-turn vehicle queues and prevent an exceedance.

- Traffic generated by construction activity would be limited in duration and would not materially impact the level of service at any of the study intersections. The Project will be constructed over an extended period, and the phasing of specific development projects is largely unknown and cannot be determined at this time. Haul routes for construction traffic would be along the designated truck routes (Katella Avenue, Cerritos Avenue, Walker Street and Valley View Street) in the Cities of Cypress, Los Alamitos, and Garden Grove to the I-605, SR-22 or I-405 Freeways. Use of the Moody Street extension after it is built and/or Lexington Drive may be needed for grading activities in some portions of the Buildout Area to access the noted designated truck routes. As each specific development project is identified, specific haul routes can be determined.

- The intersections of Valley View Street at SR-22 Westbound Ramps, Valley View Street/Bolsa Chica Road at Garden Grove Boulevard, and Katella Avenue and Valley View Street are CMP

intersections. In the Existing Condition with Moody Street and Vessels extensions, Existing with Project, and Buildout Year 2038 with and without project, all three intersections would operate at LOS D or better in both the AM and PM peak hours, which is acceptable per CMP guidelines.

- Traffic analysis was conducted at the intersection of Katella Avenue and Siboney Street to analyze the potential project-related effect of the Melia Project, which includes 112 townhome units on the Melia Site (*i.e.*, proposed Lot 14 of VTTM 19247), which includes 7.33 acres of land. The Melia Site is located in the Mixed-Use (Town Center/MDR) District established in the Specific Plan. The intersection of Katella Avenue at Siboney Street was analyzed under Existing (2025) and Existing (2025) Plus Project Conditions. Under both conditions, the study intersection would operate at an acceptable LOS in both the AM and PM peak hours in accordance with the Cypress Circulation Element. Pursuant to the Cypress Transportation Guidelines, the addition of project traffic at the intersection does not increase the intersection delay beyond the relevant thresholds of deficiency. Therefore, the Melia Project would not cause a project-related effect.

CITY OF CYPRESS

CITY COUNCIL REPORT

City Council Regular **12.**

FROM: William Wynder, City Attorney

DATE: 07/14/2026

SUBJECT: **First Reading of an Ordinance Correcting and Amending Section 17-53 and 17-54 of the Municipal Code Related to Penalties for Violation and Civil Remedies for the Illegal Discharge of Fireworks**

RECOMMENDATION

Introduce for first reading an ordinance correcting and amending Section 17-53 and 17-54 of the Cypress Municipal Code related to penalties for violation and civil remedies for the illegal discharge of fireworks.

SUMMARY

During the City Council meeting of June 23, 2026, the Mayor *Pro Tem* noted, during his discussion of the proposed ordinance establishing fines for violation of the City's long-standing prohibition on fireworks in the City, that an additional two corrections were warranted to Section 17-53 (Penalty for Violation) and 17-54 (Civil Remedies) of the Municipal Code. The proposed ordinance makes these two corrections.

DISCUSSION

As originally codified, Sections 17-53 and 17-54 of the Municipal Code make reference to Section 17-51 of the Municipal Code rather than Section 17-52 of the Municipal code. Upon review of this codification error, it is apparent these two sections of the Municipal Code require correction. The proposed ordinance will delete references to Section 17-51, in Sections 17-53 (Penalty for Violation) and 17-54 (Civil Remedies). The same sections will be corrected to refer to Section 17-52 (Fireworks Sale, Distribution and Discharge Thereof Prohibited).

These two corrections will add additional tools for enforcing the City's prohibition on the illegal discharge of fireworks that are separate from and in addition to Ordinance No. 1234 that is located for second reading and adoption on the consent calendar of tonight's agenda. If approved, these changes will require a second reading at the August 25, 2026, City Council meeting.

BUDGET IMPACT

There is no direct budget impact associated with the recommendation.

LEGAL REVIEW

The attached Ordinance was drafted and approved by the City Attorney's office.

APPROVED BY: Shannon DeLong, City Manager

Attachments

Ordinance

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CYPRESS, CALIFORNIA, AMENDING SECTIONS 17-53 (PENALTY FOR VIOLATION), AND 17-54 (CIVIL REMEDIES) OF CHAPTER 17 (OFFENSES) AS APPLIED TO ENFORCEMENT OF SECTION 17-52 (FIREWORKS SALE, DISTRIBUTION, AND DISCHARGE THEREOF PROHIBITED) OF THE CYPRESS MUNICIPAL CODE

R E C I T A L S

WHEREAS, the City of Cypress ("City") is a California charter city with plenary authority over all “municipal affairs,” and the broad “police powers” vested by California's Constitution, pursuant to which it may make and enforce laws necessary to protect and preserve the health, safety, and welfare of residents; and

WHEREAS, consistent with that authority and the City's police powers set forth under the California Constitution Article XI, Section 7 and Health & Safety Code § 12541, the City has authority to prohibit the sale, distribution and discharge of fireworks within the City; and

WHEREAS, Chapter 17 (Offenses) and Section 17-52 (firework; sale, distribution, and discharge thereof prohibited) of the Cypress Municipal Code ("CMC"), prohibits the sale, distribution, and discharge of fireworks within the City.

WHEREAS, the Council of the City of Cypress ("City Council") finds it necessary and appropriate to amend Sections 17-53 and 17-54 of Chapter 17 to correct errors in the same. These two sections reference fireworks but fail to apply the same to Section 17-52 and, instead, refer to Section 17-51. These errors require correction to Chapter 17 of the CMC to protect and preserve the public peace, health, and safety of the community.

O R D I N A N C E

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CYPRESS DOES HEREBY ORDAIN AS FOLLOWS**:**

SECTION 1. The facts set forth in the Recitals are true and correct, and incorporated into this Ordinance as substantive findings.

SECTION 2. Section 17-53 ("Penalty for Violation") is hereby amended to read in its entirety as follows (deleted text in ~~strikethrough~~; new text in ***bold italics***):

"§ 17-53 Penalty for violation of section ~~17-51~~ ***17-52***.

Any person, firm, partnership, or corporation violating any provision of section ~~17-51~~ ***17-52*** shall be deemed guilty of a misdemeanor and shall be subject to the penalties set forth in section 1-7(a) and (b) of this Code. Each such person, or persons, firm, partnership, or corporation shall be deemed guilty of a separate offense for each and every firework discharged, for each and every firework sold, and for each and every day or portion thereof during which any violation of section ~~17-51~~ ***17-52*** is committed, continued or permitted by such person, persons, firm, partnership, or corporation, and shall be deemed punishable therefor as provided in section 1-7(a) and (b) of this Code"

SECTION 3. Section 17-54 ("Civil Remedies") is hereby amended to read in its entirety as follows (deleted text in ~~strikethrough~~; new text in ***bold italics***)::

"17-54 Civil remedies available re section ~~17-51~~ ***17-52***.

The violation of any of the provisions of section ~~17-51~~ ***17-52*** shall constitute a nuisance and may be abated by the city through civil process by means of restraining order, preliminary or permanent injunction, or in any other manner provided by law for abatement of nuisances."

SECTION 4. CEQA. Adoption of this Ordinance is not a project within the meaning of Section 15378 of the CEQA Guidelines in that it (a) is an ordinance of general policy and procedure and does not constitute a project within the meaning of CEQA and (b) has no potential for resulting in either a direct or a reasonably foreseeable indirect physical change in the environment.

SECTION 5. Severability. The City Council declares that, should any provision, section, paragraph, sentence or word of this Ordinance be rendered or declared invalid by any final court action in a court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences and words of this Ordinance shall remain in full force and effect.

SECTION 6. This Ordinance shall take effect 30 days after its passage and adoption pursuant to Government Code § 36937.

SECTION 7. The City Clerk shall certify to the passage of the Ordinance and shall cause the same to be posted in the manner required by law.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Cypress at a regular meeting held on this __ day of ____, 2026.

_____
Leo Medrano, Mayor

ATTEST:

_____
Lisa A. Berglund, CMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) SS

I, LISA BERGLUND, City Clerk of the City of Cypress, DO HEREBY CERTIFY THAT THE FOREGOING Ordinance was duly adopted by said City Council at a regular meeting held on the ___ day of ____, 2026, by the following electronic vote:

AYES: COUNCIL MEMBERS: Chang, Burke, Medrano, Peat, Strong Carnahan
NOES: COUNCIL MEMBERS:

_____
Lisa A. Berglund, CMC, City Clerk

CITY OF CYPRESS

CITY COUNCIL REPORT

City Council Regular **13.**

FROM: Nick Mangkalakiri, Director of Public Works

DATE: 07/14/2026

SUBJECT: **Solid Waste Franchise Agreement Performance Review and Amendment**

RECOMMENDATION

1. Receive and file the Solid Waste Franchise Agreement Performance Review; and

2. Approve the Fifth Amendment to the Solid Waste Franchise Agreement between the City of Cypress and Valley Vista Services, Inc.

DISCUSSION

Franchise Compliance Review

Last November, as part of its Strategic Plan objectives, the City Council awarded a contract to CityGreen Consulting (CityGreen) to perform a comprehensive review of the Solid Waste Franchise Agreement (Agreement) between the City of Cypress and Valley Vista Services (VVS). The review covered the period from January 2022 through December 2024 and evaluated compliance with the Agreement in three primary areas: financial performance, compliance programs and waste diversion, and operations. The purpose of the review was to ensure accountability, evaluate the effectiveness of services provided to the community, and identify opportunities for operational or administrative improvements.

The Financial Review evaluated 21 items, including rate calculations, franchise fee payments, billing audits, insurance requirements, and recordkeeping. Nineteen items were found compliant. The report noted VVS's above-average financial commitment to the franchise, including absorbing one full year of disposal fee increases rather than passing those costs on to Cypress ratepayers.

The Compliance Programs & Waste Diversion Review evaluated 13 items related to State-mandated diversion programs, SB 1383 compliance, organic waste processing

capacity, and waste characterization requirements. Twelve items were found to be compliant, including several areas receiving “Exceptional” ratings. The report highlighted the Grand Central Recycling facility’s designation as Southern California’s first High Diversion Organic Waste Processing Facility, achieved one year ahead of the franchise agreement schedule.

The Operations Review evaluated 10 items related to customer service, fleet standards, collection performance, public education, and reporting. Nine items were found to be compliant. The report noted VVS’s strong operational performance, including a 99.65% on-time collection rate and a missed pickup rate significantly below industry averages.

Overall, CityGreen evaluated 44 specific compliance items and found 40 items (91%) to be fully compliant, with the four non-compliant findings considered addressable through financial reconciliation, corrective action, or ongoing program improvements. Overall, VVS’s performance was rated as “Good to Very Good” relative to California franchise standards.

Franchise Amendment

The City entered into the Agreement with VVS in 2014 following a competitive public bidding process. The original 10-year term was extended by two years in 2017, and in 2021 the Agreement term was further extended to 2037 to support implementation of State-mandated organics recycling programs and amortize associated startup costs.

Now approximately halfway through the Agreement term and following approval of the Waste Infrastructure System Enterprise (WISE) Agreement with the County of Orange, staff initiated discussions with VVS to update specific terms of the Agreement. These discussions primarily focused on clarifying language and provisions to better align with current operations and the WISE Agreement. VVS also proposed revisiting collection and supplemental services, including bulky item pickups, curbside events, and community cleanup support. Accordingly, the proposed Fifth Amendment includes administrative and operational updates to maintain service levels, improve efficiency, and better reflect current community needs and practices. Notable updates include:

Description	Current Agreement Provisions	Proposed Fifth Amendment	Purpose/Impact
Bulky-Item Pickups	Up to two items per year for single-family residences and multi-family premises.	Up to four pickups annually for all residential customers, with limits of 10 items per pickup for single-family residences and 4 items per pickup for multi-family units.	Expands bulky item collection to four pickups per year for all residential customers and extends eligibility to multi-family units on a per-unit basis. Improves access to disposal services, supports proper waste management, and may help reduce illegal dumping.

Curbside Collection Events	None. Was offered during the pandemic and has been offered annually as a courtesy.	Two curbside collection events per calendar year. Residents may place unlimited amounts for collection.	Increases citywide curbside collection events from one to two per year to better meet high community demand and memorializes a service that was previously provided as a courtesy and not required under the Agreement.
Household Hazardous Waste Events	Two household hazardous waste events per year.	One household hazardous waste event per year.	Reduces City HHW events from two to one per year due to operational inefficiencies and long wait times, while maintaining resident access to County HHW facilities with unlimited free drop-off service. Reallocates service value to additional bulky item pickups with no cost impact.
Local Office	Requires VVS to have a local office in Cypress.	Requires VVS to have a local office within 15 miles of Cypress.	Revises the local office requirement to reflect reduced in-person demand due to online and phone service options, while maintaining reasonable local accessibility.
Disposal Fee	References the Waste Disposal Agreement.	References the Waste Infrastructure System Enterprise (WISE) Agreement.	Updates agreement language to reference the recently adopted WISE Agreement with the County of Orange in place of the prior Waste Disposal Agreement.
Bulky Item Collection Events	Provides for two collection events.	Provides for up to four collection events.	Expands collection events to four for resident disposal of bulky items. Combined with curbside events and on-call pickups, this enhances disposal opportunities and helps reduce illegal dumping.
Residential Cart Cleaning	None.	Authorizes customers to request bin cleaning services for a fixed fee.	Provides residents with an optional, on-demand bin cleaning service not previously available, improving customer service without affecting existing rates.

BUDGET IMPACT

There are no fiscal impacts associated with receiving and filing the Performance Review or the proposed Amendment. However, the review identified $11,611.91 in fees that were not charged, collected, and remitted by VVS to the City. To resolve this finding, VVS will remit $11,611.91 to the City for the compliance and monitoring fee.

LEGAL REVIEW

The City Attorney has reviewed this staff report and approved the amendment as to form.

APPROVED BY: Shannon DeLong, City Manager

Attachments

Solid Waste Performance Review Report

Proposed Amendment No. 5

Waste Hauler Franchise Performance Review
of
Valley Vista Services

Performed by

CityGreen Consulting, LLC
30181 Outpost Road
San Juan Capistrano, CA 92675

May 2026

Prepared for

City of Cypress
Attn: Nick Mangkalakiri
Public Works Director
5275 Orange Avenue
Cypress, CA 90630

Table of Contents

Executive Summary 3

Section 1 – Franchise Agreement Compliance Review 7
Section 2 – Financial Review 8
Section 3 – Compliance Programs & Waste Diversion 30
Section 4 – Operations Review 39
Section 5 – Findings & Recommendations 49

Executive Summary

Our review process began in February and concluded in May with the submission of our final draft report for City review and finalization. Section 10.1 and 10.2 of the Agreement requires Valley Vista Services (VVS) to compile and maintain accurate, detailed records that provide complete financial and operational information. We can herein confirm their compliance in that regard and find them to be using systems and software that effectively execute these required activities. Throughout the process we found VVS to be cooperative and helpful, both in their production of requested records and in their availability for numerous virtual and in-person meetings. Without exception they were available to review the items provided in response to our initial requests for records, and generated additional data to help us conclude this compliance review.

This report organizes our review into compliance categories, which include: 1) Financial, 2) Compliance Programs & Waste Diversion, and 3) Operations. CityGreen Consulting reviewed 44 specific franchise compliance items across three categories over the period January 2022 through December 2024. The table below summarizes compliance and performance ratings by review category:

SUMMARY OF COMPLIANCE AND PERFORMANCE RATINGS				
Review Category	**Items Reviewed**	**Compliant**	**Non- Compliant**	**Overall Rating**
Financial Review	21	**19**	**2**	Above Average
Compliance Programs & Waste Diversion	13	**12**	**1**	Exceptional
Operations Review	10	**9**	**1**	Above Average
TOTAL	**44**	**40**	**4**	**Good to Very Good**

Of the 44 items reviewed, 40 (91%) were found to be fully Compliant.

The four Non-Compliant findings are summarized below, each of which is either curable through payment or remediation, or was substantially corrected during the review period:

SUMMARY OF NON-COMPLIANT FINDINGS			
#	**Item**	**Finding**	**Category**
1	Universal Waste Recordkeeping (Sec. 4.06.2)	Collections were performed but no records maintained to substantiate compliance. VVS immediately instituted a collection log upon notification and agreed to include universal waste data in annual reports going forward.	Financial
2	City Compliance & Monitoring Fee – 1.5% (Sec. 9.04)	$11,611.91 in under-billed fees identified over the 3-year review period ($4,944 in 2022; $5,390 in 2023; $1,278 in 2024). Under-billing declined each year. City is entitled to	Financial

SUMMARY OF NON-COMPLIANT FINDINGS			
#	Item	Finding	Category
		audit cost reimbursement and a 10% annual penalty per Sec. 8.09.	
3	C&D Diversion Rate (Sec. 5.09)	VVS achieved 73.6–74.1% diversion in each year, just below the franchise-required 75% minimum. Diversion exceeds the State's 65% standard. VVS should work with Grand Central Recycling to close the gap.	Compliance
4	NPDES / Stormwater Pollution Prevention (Sec. 6.08.9)	Two prohibited discharge incidents in 2023 occurred without a Stormwater Pollution Prevention Plan or formal staff training in place. VVS subsequently developed and implemented a SWPPP, confirmed with OC Sanitation. No further incidents occurred.	Operations

Financial Review Area

The Financial Review covered 21 items, including rate calculations, required payments to the City, billing audits, insurance, and recordkeeping. Nineteen of 21 items were found to be Compliant. VVS demonstrated an above-average financial commitment to the franchise, most notably by consistently absorbing one full year of disposal fee increases rather than passing them through to Cypress ratepayers — an accommodation not seen in comparable franchise agreements and one that reduced ratepayer costs by approximately $300,000 per year.

Our review of VVS internal financial records established Earnings Before Interest, Taxes, Depreciation, and Amortization (EBITDA) of approximately 17–19% during the review period, modestly below the California industry benchmark of 20–30%. When adjusted for the disposal fee revenue shortfall described above, their effective EBITDA rises to approximately 22%. CityGreen considers VVS financially capable of sustaining all required operations and Agreement compliance for the remainder of the franchise term.

Compliance Programs & Waste Diversion Review Area

The Compliance Review covered 13 items, including State-mandated diversion programs, SB 1383 compliance, organic waste capacity, and waste characterization. Twelve of 13 items were Compliant, with three earning an Exceptional rating — the highest in our review framework. VVS's most significant competitive advantage for the City is the Grand Central Recycling facility, which achieved Southern California's first High Diversion Organic Waste Processing Facility designation, one year ahead of the Agreement schedule.

The table below shows VVS commercial route processing and diversion performance across the review period. The 83% average rate of commercial waste sent to processing (rather than direct-hauled to landfill) is exceptional by California industry standards:

Year	Total Commercial Collections (tons)	% Sent to Processing	Tons Diverted from Processing	Processing Diversion Rate
CY 2022	20,026	67.8%	5,437	40.0%
CY 2023	19,823	90.1%	6,676	37.4%

Year	Total Commercial Collections (tons)	% Sent to Processing	Tons Diverted from Processing	Processing Diversion Rate
CY 2024	19,131	90.7%	9,059	52.2%
Review Period	**58,981**	**82.7%**	**21,172**	**43.4%**

Construction and demolition diversion was the one Non-Compliant finding in this category. VVS achieved 73.6–74.1% diversion in each year, just below the 75% franchise requirement, though well above the State's 65% standard:

Year	C&D Tons Collected	Tons Disposed	Tons Diverted	Achieved Diversion	Required (Agreement)
CY 2022	2,348	608	1,740	**74.1%**	*75.0%*
CY 2023	3,682	962	2,720	**73.9%**	*75.0%*
CY 2024	2,892	764	2,128	**73.6%**	*75.0%*

SB 1383 and AB 939 collection program compliance by customer type is shown below. VVS reached and reported what they believed was 100% compliance across all residential and commercial business accounts in 2023. However, our review determined five multi-family properties listed with waivers, were in error. VVS immediately provided recycling containers to all five accounts, bringing them into compliance. The City was confirmed compliant with CalRecycle's 50% diversion mandate in each year of the review period:

Year	Customer Type	Customers	SB 1383 Compliant	% Compliant	AB 939 Compliant (50% Diversion)
2022	Residential	12,666	12,666	**100%**	**Yes**
	Commercial Business	416	383	**92.1%**	**Yes**
	Multi-Family	131	121	**92.4%**	**Yes**
2023	Residential	12,666	12,666	**100%**	**Yes**
	Commercial Business	416	416	**100%**	**Yes**
	Multi-Family	131	126	**96.2%**	**Yes**
2024	Residential	12,666	12,666	**100%**	**Yes**
	Commercial Business	416	416	**100%**	**Yes**

Year	Customer Type	Customers	SB 1383 Compliant	% Compliant	AB 939 Compliant (50% Diversion)
	Multi-Family	131	126	**96.2%**	**Yes**

Operations Review Area

The Operations Review covered 10 items including customer service, fleet standards, collection performance, public education, and reporting. Nine of 10 items were Compliant. VVS's collection metrics are a standout result of this review: a 99.65% on-time collection rate and a missed pick-up rate of 0.0227% — approximately half the industry average of 0.05% — place VVS among the top performers reviewed by this firm across multiple states.

The table below summarizes customer service call center performance across the review period. Out of approximately 2,000,000 container collections per year, the 454 missed pick-ups recorded in 2024 represent a rate considered excellent by any industry standard:

Year	Total Calls	Missed Pick-ups	% of Calls	Other Complaints	Total Complaints % of Calls
CY 2022	*N/A*	816	*N/A*	52	868 / N/A
CY 2023	7,432	586	7.9%	30	616 / 8.3%
CY 2024	6,143	454	7.4%	38	492 / 8.0%

The California Highway Patrol assessment placed VVS vehicle maintenance in the top 10% of the industry, with no drug or alcohol violations and an insurance modification factor of 0.99% (industry standard: 1.00%). Fleet condition, container standards, and quarterly reporting were all rated Above Average. The one Non-Compliant finding — the absence of a Stormwater Pollution Prevention Plan prior to two discharge incidents in 2023 — was remediated during the review period, with no further incidents recorded.

Overall Assessment

CityGreen Consulting rates VVS's overall performance as **Good to Very Good** relative to California franchise standards. The four non-compliant findings are addressable: one requires financial resolution (1.5% fee remittance), one requires ongoing diversion improvement (C&D), and the other two were resolved through corrective action.

The 11 Recommendations presented in Section 5 of this report provide a roadmap for the City to obtain full resolution and to strengthen monitoring practices for the remainder of the franchise term.

Section 1 – Franchise Agreement Compliance Review

The City of Cypress (City) entered into an exclusive solid-waste franchise agreement (Agreement) with Valley Vista Services of Orange County (VVS) on the 22nd of September 2014. Through that franchise agreement, and four (4) subsequent amendments, the City established various standards and requirements which are to be reviewed for compliance periodically. As stated in Section 10 of the Agreement, VVS is to maintain records related to its performance necessary to allow the City to determine their compliance. Amendment 2 added the stipulation that the City can independently audit and reconcile payments due from VVS. It was further established that VVS would be responsible for audit costs if underpayments were greater than 0.5%.

Our review of the City's Agreement and various amendments helped us established a preliminary list of Agreement items for review, which were provided to VVS in late January 2026. All requested items were reviewed, and virtual and onsite meetings were held to discuss our process, and discuss documentation required.

From that point we developed a spreadsheet containing all specific Agreement items incorporated and presented them in our three (3) review categories, which was then shared with VVS to ensure a complete production of records.

The three (3) categories of review are listed below, along with the number of Agreement compliance items allocated to each:

> Financial: 21 specific areas of review related to required payments, free service provision, rates/review process and accuracy, financial reporting, the provision of bonds and insurance coverages, and other Agreement sections that provide economic value or impact.
>
> Compliance Programs & Waste Diversion: 13 areas of review related to State mandated waste diversion programs, related regulatory compliance support measures, disposal and waste processing performance (including diversion measurements and compliance metrics, waste capacity guarantees and new facility development), and regulated education and outreach to achieve collection/diversion program requirements.
>
> Operational Compliance: 10 areas of review, with most containing multiple Agreement sections related to the general provision of service, best management practices in service delivery, vehicle and equipment standards, customer service, and additional Agreement compliance areas that do not apply to other categories.

We then reviewed compliance with each Agreement requirement selected for review, compiling our findings within the three (3) review categories presented in the following sections of this report.

Section 2 – Financial Review

Through onsite reviews, virtual meetings and various phone and email communications, we reviewed the systems and practices employed by VVS, that fell under our Financial Review area, and found 19 of 21 to meet or exceed industry standards. Overall, their system capabilities, as well as management and staff efforts to assist in this area of review were excellent and show a high level of commitment to the City of Cypress. Provided below is detail on each financial review item.

1) Rate Adjustment Process

Sec. 2.9 (2nd Amend.) & 9.02 (4th Amend.)

Franchise rate adjustment process. A new exhibit table, for use in adjusting rates was adopted in the 2nd Amendment to the Agreement. We see this as a necessary administrative exercise which accompanied increased residential rates and commercial rates, to address new requirements upon VVS to meet State-mandated recycling and organic waste recycling mandates. The 2nd Amendment did not change the underlying rate adjustment methodology nor the referenced indexes or component allocations, established in the original Agreement. However, the 4th Amendment ultimately changed the rate adjustment methodology in Section 9.02 as follows:

Residential Rates:

> Rate component allocation for Residential collection changed from 75% of the total rate down to 46%, keeping the same CPI table and increase cap (3.5% = 85% of any CPI increase).
>
> Rate component for Residential disposal increased to 37% from the 20% level used previously. Increase is still based upon Orange County landfill rate, per the disposal agreement between the City and County.
>
> Rate component for Residential green waste increased to 17% from 5%. This component also changed to the CPI basis used for the collection component. However, a 5% increase is allowable before use of the 85% limiting factor. Use of the Grand Central facility gate rate was eliminated.
>
> Commercial and Roll-Off Service rates kept the same component allocations and schedules.

We reviewed rate adjustment requests during the review period and performed our own allocations, to determine if they were accurate, as shown below:

July 2022 Rate Adjustment					
	Service Component				
Sector	CPI Increase	Amount > 3.5%	Allowable %	Review %	% Used
Residential	7.40%	3.90%	3.32%	6.82%	6.81%
Commercial	7.40%	3.90%	3.32%	6.82%	6.81%
	Disposal Component				
Sector	Preivious $	Requested $	Allowable %	Review %	% Used
Both	$ 35.67	$ 36.09	1.18%	1.18%	1.18%
	Green Waste Component				
Sector	CPI Increase		Allowable %	Review %	% Used
Residential	7.40%		7.40%	7.40%	7.40%

Reading left to right in the table above, for the service component of rates we establish the percentage increase above 3.5% (3.90% in this case) and then apply the 85% factor to arrive at the allowable 3.315% (rounded to 3.32 above), which is then added to 3.5% to determine the percentage increase our "review" calculated as accurate (3.5% + 3.315% = 6.815%). The 6.81% "used" for this component increase in July 2022 was rounded down, thus requested percentage increase did not exceed the amounts authorized by the Agreement.

As shown for the disposal component of rates, the percentage increase used the previous years' percentage adjustment (1.18%). We confirmed that VVS decided to have their disposal adjustments lag the County of Orange increase by one-year, since the Agreement required their rate adjustment proposal be submitted before the County published their new landfill rates. This is an accommodation we do not see other haulers provide as it requires VVS to pay more at the landfill each year, than their rate revenue provides. In this case $2.25 per-ton more (actual July 2022 rate was $38.34).

Finally, for residential green waste the full CPI amount was used, which is allowable.

July 2023 Rate Adjustment					
	Service Component				
Sector	CPI Increase	Amount > 3.5%	Allowable %	Review %	% Used
Residential	5.10%	1.60%	1.36%	4.86%	4.86%
Commercial	5.10%	1.60%	1.36%	4.86%	4.86%
	Disposal Component				
Sector	Preivious $	Requested $	Allowable %	Review %	% Used
Both	$ 36.09	$ 38.34	6.23%	6.23%	6.23%
	Green Waste Component				
Sector	CPI Increase		Allowable %	Review %	% Used
Residential	5.10%		5.10%	5.10%	5.08%

For both 2022 and 2023 increases, our review of percentage increases and rate component allocations and found the residential, commercial, and roll-off service increase percentages requested and granted were accurate, with disposal cost reimbursements lagging by one year, thus providing a significant cost reduction to ratepayers. The tables shown our full review exercise for the CY 2024 increase:

July 2024 Rate Adjustment					
	Service Component				
Sector	CPI Increase	Amount > 3.5%	Allowable %	Review %	% Used
Residential	3.36%	0.00%	0.00%	3.36%	3.36%
Commercial	3.36%	0.00%	0.00%	3.36%	3.36%
	Disposal Component				
Sector	Preivious $	Requested $	Allowable %	Review %	% Used
Both	$ 38.34	$ 41.31	7.75%	7.75%	7.75%
	Green Waste Component				
Sector	CPI Increase		Allowable %	Review %	% Used
Residential	3.36%		3.36%	3.36%	5.08%
Residential Components					
	% Change	Component %		Review %	% Used
Collection	3.36%	46%		1.55%	1.54%
Disposal	7.75%	37%		2.87%	2.87%
Green Waste	3.36%	17%		0.57%	0.57%
				4.98%	**4.98%**
Commercial Components					
	% Change	Component %		Review %	% Used
Collection	3.36%	80%		2.69%	2.69%
Disposal	7.75%	20%		1.55%	1.55%
				4.24%	**4.24%**
Roll-Off Service used the correct increase percentage of 100% of 3.36%					

Review Determination: Compliant Increase percentages and their application were accurate.

Rating – Above Average. Our review showed the proper percentage increase calculations were used, with slight differences ($0.01) attributable to rounding. As discussed, VVS must submit rate adjustments to the City by March 15 each year. Thus, they chose to take less of an increase than the actual impact of July 1st landfill rate increases warranted in each year of our review period. For example, on July 1, 2024, the Orange County landfill rate increased to $42.65. The $41.31 figure VVS used for the 2024 rate adjustment was the landfill rate for the July 1, 2023, through June 30th 2024, period. We are not aware of another hauler who make this accommodation.

2) Free Service at City Facilities

Sec. 4.02.4 – Original Agreement

This Agreement item requires no charge for collections at all city facilities, including parks, sidewalks, and bus stops. We reviewed electronic records from VVS' accounting system and reports from scale house activity and confirmed the following city facilities are in the VVS accounting system and were not charged in any manner for service:

CUST#	CUSTOMER NAME	SERVICE NAME	SERVICE ADDR
100054	CITY OF CYPRESS	CITY OF CYPRESS	5172 ORANGE AVE
101856	CYPRESS YARD	CYPRESS YARD	8863 WATSON ST
102723	VALLEY VISTA SERVICES CLEAN UP	CYPRESS XMAS TREE PICK UP	17445 RAILROAD ST
402589	VVSOC BULKY TRANSPORT	VVSOC BULKY TRANSPORT	8863 WATSON ST
454392	CITY OF CYPRESS	CITY OF CYPRESS-MAINT. YARD	5285 CYPRESS ST
454393	CITY OF CYPRESS	CITY OF CYPRESS	9600 GRAHAM ST
454394	CITY OF CYPRESS	CYPRESS PARKS & RECREATION	5700 ORANGE AVE
454395	CITY OF CYPRESS	CITY OF CYPRESS(ARNOLD P)	8611 WATSON ST
454396	CITY OF CYPRESS	CITY OF CYPRESS	5172 ORANGE AVE
454397	CITY OF CYPRESS	CITY OF CYPRESS SENIOR CENTER	9031 GRINDLAY ST
454398	CITY OF CYPRESS	CITY OF CYPRESS	5331 ORANGE AVE
454399	CITY OF CYPRESS	CEDAR GLEN PARK	10201 MOODY
454400	CITY OF CYPRESS	NATURE PARK	4201 BALL
454402	CITY OF CYPRESS	CITY OF CYPRESS	5275 ORANGE AVE
454403	CITY OF CYPRESS	CIVIC CENTER	5275 ORANGE AVE
454404	CITY OF CYPRESS	OAK KNOLL PARK	9600 GRAHAM ST
454405	CITY OF CYPRESS	CYPRESS CIVIC CENTER PARKING L	5275 ORANGE AVE
454406	CITY OF CYPRESS	CITY OF CYPRESS LIBRARY	5331 ORANGE AVE
454407	CITY OF CYPRESS	LEXINGTON PARK	4600 W CERRITOS ST
455695	CITY OF CYPRESS	CYPRESS CITY COLLEGE	9200 VALLEY VIEW ST
457118	CITY OF CYPRESS	CYPRESS YARD E-WASTE	8891 WATSON ST
457208	CITY OF CYPRESS	CYPRESS - XMAS TREE REMOVAL	8891 WATSON ST
457270	ABANDONED ITEM SWEEP CYPRESS	ABANDONED ITEM SWEEP CYPRESS	8863 WATSON ST

Additional facilities and bus stop services are not listed in their accounting system. However, they are included in route sheets and provided no cost weekly service at the locations and schedule discussed under Section 4.08.3 below. In combination with the list above, VVS is compliant with the free service provisions of the Agreement.

Review Determination: Compliant

Rating: Above average. Bus stop, Cypress College, and abandoned item sweeps make for an above average amount of no-cost service to benefit the City.

3) Multi-Family Recycling Carts

Sec. 4.03.4 – Original Agreement

This Agreement item requires VVS to provide one 96-gallon cart for the collection of recyclables to Multi-Family Premises at no additional charge. It further requires, at minimum, one recycling cart per Multi-Family Premises and requires one such cart be provided for every 9 cubic-yards of weekly trash service.

We reviewed containers-in-service and accounting records covering all multi-family properties to determine if free recycling carts were provided and to confirm if the required number of recycling containers provided matched the level of service factor established by the Agreement. Our review established the following data for multi-family properties (including those listed as HOAs) in the VVS accounting system:

Recycle Cart Data at Multi-Family Properties	Free Recycle Cart	No-Cost Mixed Processing	Discounted Recycle Bin	Non-Compliant (Under Review)
Total Properties Identified: 131	10	106	10	**5**
% of Total Properties	*7.6%*	*81.0%*	*7.6%*	*3.8%*

As shown above, most multi-family properties opted for the convenience of mixed waste processing, which is now SB 1383 compliant due to the High Diversion Organic Waste Processing Facility designation achieved by Grand Central Recycling used by VVS (first such designation in Southern California). There is no charge for mixed waste processing above the standard trash rate. This is effectively meeting the free recycling provision as there is no extra charge for this dual-purpose cart.

Currently only 10 multi-family properties are receiving and using a free recycling cart. We also found 10 accounts that utilize a larger container (3-cubic-yards vs. 96-gallons) for their recycling program. In each instance VVS is providing a discount to franchise pricing, for these containers, that credits the 96-gallon recycle-cart rate. This is materially complying with 4.03.4 in the reviewer's opinion.

We found five (5) of the 131 multi-family accounts that were potentially out-of-compliance. VVS investigated these locations and in April provided free 96-gallon recycle carts to each location.

We found VVS to be compliant with regards to the adequacy of recycling, providing more than the required 96-gallons of recycling capacity for every 9-cubic-yards of trash service metric.

Review Determination: Compliant

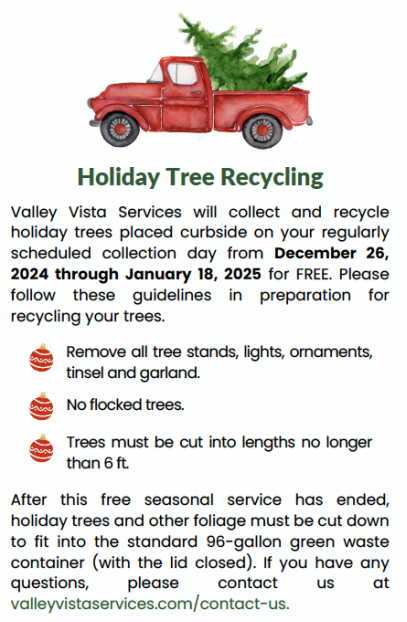
Rating – Exceptional. In addition to free recycling for multi-family residents VVS is the only firm in Southern California that is legally able to provide the convenience of a 2-container program to multi-family residents. 106 of 131 multi-family properties (81%) are benefitting from 2-container service.

4) Holiday Tree & Bulky Item Collections

Sec. 4.04.3 (Original) & 4.05.1 (2nd Amend.)

Free collection of Holiday Trees (12/26 thru 3rd Saturday in January) and two (2) bulky items per-year are required.

The schedule for Holiday Tree collections was advertised in the fall/winter residential newsletter each year, with 2022 (12/26/2022 thru 1/14/2023), 2023 (12/26/2023 thru 1/6/2024) and 2024 (12/26/2024 thru 1/18/2025) collections occurring. While VVS did comply with the tree size and collection of Holiday Trees requirement, the full timeframe required for those collections (through the third Saturday of January) was only met in 2024 (see newsletter article on right).



Holiday Tree Recycling

Valley Vista Services will collect and recycle holiday trees placed curbside on your regularly scheduled collection day from **December 26, 2024 through January 18, 2025** for FREE. Please follow these guidelines in preparation for recycling your trees.

- Remove all tree stands, lights, ornaments, tinsel and garland.
- No flocked trees.
- Trees must be cut into lengths no longer than 6 ft.

After this free seasonal service has ended, holiday trees and other foliage must be cut down to fit into the standard 96-gallon green waste container (with the lid closed). If you have any questions, please contact us at valleyvistaservices.com/contact-us.

In 2022/23 collections ended on the second Saturday (1/14/2023) and in 2023/24 they ended on the first Saturday (1/6/2024) of January. However, the same closing paragraph was included each year, so collections of trees (in the organics cart) was offered after the advertised collection period, thus collection was provided through the required period each year.

The Second Amendment to the Agreement reduced the number of free bulky items residents can have collected by VVS, at no charge, to two (not including free bulky items collected during designated "clean-up" collection days). These two (2) items can be collected either on one day or spread out over two separate days.

We reviewed work order records for each calendar year and selected calendar year 2022 for a detailed review of all 4,510 work orders for bulky item collections, and to examine who received the $11,976.53 in charges shown. This review of individual customer records confirmed that charges were exclusively levied at commercial properties (e.g. Cadigan Peppertree LLC – 9091 Holder Street – 61 bulky items), properties that had gone over the two-item limit (e.g. Cypress Mobile Home Park – 4861 Lincoln Avenue – 3 items), and 2 instances of scheduled items not being placed out for collection on multiple occasions.

We chose calendar year 2022 for our item-by-item review as it contained the highest level of charges in the records provided (calendar year 2023 had 4,077 work orders with only $2,502.24 in charges), and calendar year 2024 records were provided in Excel format without charge information.

Review Determination: Compliant We believe a reasonable level of compliance was achieved for Holiday Tree Collections. Furthermore, VVS has committed to keeping the 3-week "loose tree" collections they provided in the winter of 2024/25 in place. With regards to free bulky item collections for residential customers, VVS met this requirement in the sample period we reviewed (CY 2022). However, this type of deep dive into thousands of records cannot easily be performed. Our separate review of "chargeable" bulky item collections did find 40 of 80 accounts listed as residential service recipients in 2024. Going forward, we recommend that VVS be required to produce a bulky item collection report for all residential accounts (remove commercial records) and substantiate that 2 items were collected at no charge for any residential account that were charged for bulky item

collection. This report should be included in the annual report provided to the City each year on VVS' franchise activities.

Rating – Industry Standard. Area franchise agreements typically provide at least two collections per-year of two bulky items each (4 total), so we consider the Cypress Agreement substandard in this regard. However, VVS is meeting all Agreement terms and instituted multiple free bulky item collection days, as a replacement for the one-day drop-off event, so overall they are meeting industry standard.

5) Household Hazardous Waste (HHW) Events

Sec. 4.06.1 – Original Agreement

VVS is required to provide two HHW collection events per-year at no charge. This requirement was not met in 2022 due to permitting difficulties (see paragraph below). In 2023, HHW events occurred on October 21st and December 2nd. In 2024 the second event (first event was in December) did not occur until January 11, 2025, due to City scheduling conflicts.

In 2022 VVS was unable to obtain the necessary permits required to hold HHW Events. VVS performed extra city-wide curbside bulky item collection event that year as a negotiated offset with City staff. This city-wide curbside bulky item collection event has continued on an annual basis since 2022.

Review Determination: Compliant Mitigation measures provided additional benefits to compensate for permitting difficulties that were unrelated to VVS. Full compliance in the other two years.

Rating – Above Average. The number of HHW events (2) and VVS agreeing to continue providing a city-wide curbside bulky item collection event going forward warrants an above average grade.

6) Universal Waste Collection

Sec. 4.06.2 – Original Agreement

VVS is required to provide weekly Universal Waste collection from commercial premises and City facilities. VVS provides on-call collections of Universal Waste from the City and states they perform commercial Universal Waste collections if their customers leave the items adjacent to their collection containers on their service days. Since these collections are not work-order based, VVS could provide no records to substantiate their compliance.

Review Determination: Non-Compliant VVS did not keep records to substantiate their compliance with Agreement terms. However, customer service call records show VVS did perform Universal Waste collections. Upon being advised of this deficiency, VVS immediately instituted a collection log procedure and agreed to report the customers served and the number and type of items collected as part of their annual report to the City going forward.

Rating – Above Average. This type of required collection is not typical. In addition, VVS's immediate response to cure the record keeping deficiency was superior.

7) SHARPs Medical Waste Collection

Sec. 4.07 – Original Agreement

VVS is required to provide free SHARPs (medical needles) collection to single and multi-family residential customers. In 2022 VVS fulfilled 166 resident requests for free SHARPs containers with postage pre-paid to the facility that accepts and safely processes this medical waste. In 2023 (85) and 2024 (92) resident requests were received, and all were fulfilled.

Review Determination: Compliant

Rating – Industry Standard.

8) Community Event Support

Sec. 4.08 – Original Agreement

VVS is required to provide free waste/recycling collection service and provide a community education booth at six (6) named events and two (2) additional events, as designated by the City, each year. We reviewed records provided and confirmed the following:

In 2022, the eight (8) events listed in VVS records included the Cypress Community Festival, two (2) Organics Workshops, the Christmas Sing Event, the Spring Egg Hunt, the Cypress 5K Run, the 4th of July event, and the Cypress Annual Clean-up, with five (5) collection days occurring in September and October.

In 2023, only seven (7) events were attended as only one additional event was requested by the City. These included the Cypress Community Festival, two (2) HHW collection events, the Spring Egg Hunt, the 5K Run, the Salute to America on the 4th of July, and the Annual Clean-up event. The Annual Clean-up included three (3) collection days, all in November.

In 2024 VVS nine (9) events were technically attended (HHW event was delayed due to City scheduling conflicts). These events included the Community Festival, 5K Run, National Night Out, Library Reading Event, Annual Clean-up, two (2) HHW events, Easter Egg Hunt, and the Salute to America on July 4th.

VVS is an event sponsor for the Community Festival, the Cypress 5K Run, and the 4th of July Event. VVS also provides additional support to the National Night Out (gift basket and displays mini-truck), Cypress Egg Hunt (candy and promotional items), and Library Reading Event (participated in educational programming, reads recycling-themed books, provides promo items, and brings their mini truck).

VVS staffs an outreach/event booth at every event but the Library Reading Event, where they are active participants.

VVS provides fencing, portable restrooms, hand wash stations, and hot water cooking stations (OC Health Department approved) at the Community Festival. VVS also provides free waste and recycling services for every event.

Review Determination: Compliant VVS is a good event partner to the City, providing financial support and additional items that go above and beyond Agreement requirements.

Rating – Above Average. While all franchises require this type of support, VVS financial support and employee involvement is better than average in exceeding Agreement requirements.

9) Financial Support – Community Festival

Sec. 4.08.2 – Original Agreement

Financial support for City-sponsored events, detailed as 30 portable toilets, five (5) hand-wash stations, and 2,100 linear feet 6' high temporary fencing. Our review of records shows this level of financial support is provided for the Cypress Community Festival each year, with the addition of hot water cooking stations. These items and services are provided by Diamond Services and paid for by VVS.

Review Determination: Compliant

Rating – Industry Standard.

10) Bus Stops, Sidewalks & Citywide Disposal Events

Sec. 4.08.3, 4.08.4, 4.08.5 – Original Agreement

The Agreement requires VVS to provide free bus stop and sidewalk container service and plastic container liners, two free Citywide disposal events, and free removal of bulky abandoned items at designated areas of the City.

With regards to free services at bus stops, this information is included in routing documents and no master account or specific accounts for these locations is in the VVS accounting system. This is also true for service to City parks where collections at individual receptacles (not hauler collection containers) occur. VVS states this is because that type of park service is on the same route as the bus stop service and individual receptacles owned by the City at other locations. All 22 parks, 27 bus stops, and 12 city-owned containers are collected at least twice per-week, with collections occurring Monday through Friday weekly.

The following table shows all sites receiving this free service:

Parks	Bus Stops	City Cans
Baroldi Sycamore Park	10501 Knott Ave(Paul's Place)	Sorrento Dr and Avenida Granda
Cedar Glen Park	10985 Meridian Dr (Wienerschnitzel)	Sorrento Dr and Ambruzzi Dr
Civic Center	11245 Knott Ave	Sorrento Dr and Tuscani Dr
Damron Park	3996 Ball Rd	Sorrento Dr and Linaro Dr
Darrell Essex Park	4970 Ball Rd	Sorrento Dr and Trentino Dr
Eucalyptus Park	4991 Lincoln Ave (IHOP)	Sorrento Dr and Moody St
Evergreen Park	5241 Lincoln Ave (Pace Academy)	Sorrento Dr and Ball Rd
Laurel Park	5480 Lincoln Ave	Sorrento Dr #1
Laurel Park	5496 Lincoln Ave (Ortho Mattress)	Sorrento Dr #2
Mackay Park	5511 Lincoln Ave (The Camp)	Sorrento Dr #3
Manzanita Park	5526 Lincoln Ave (Bike Land)	Sorrento Dr #4
Maple Grove North Park	5701 Katella (Inspired Worldwide)	Sorrento Dr #5
Maple Grove South Park	5730 Katella (Rolls Royce)	
Oak Knoll Park	5735 Lincoln Ave (Crab Shack)	
Orchid Park	5810 Lincoln Ave (Home Depot)	
Peppertree Park	5846 Condee St	
Pinewood Park	5897 Lincoln Ave (Starbucks)	
Rosen Acacia Park	5900 Katella (Mitsubishi)	
Tennis Courts	5999 Cerritos (Chevron)	
Vessels Park	6090 Phyllis (Toyo Inc)	
Veterans Park	9215 Valley View	
Willow Park	9517 Valley View	
	Ball and Juanita St	
	Ball and Valley View (Gas Station)	
	Ball and Valley View (Take 5 Oil Change)	
	In front of Valley View High School	
	Valley View and Lakeshore (College Side)	

Our review of records found the alley south of Lime Avenue (E & W of Valley View), the alley east of Walker (from Denny Ave. to St. Anne Ave.), and Sumner Place (from Merten Ave to Crescent Ave.) are all listed as abandoned bulky item accounts which are visited daily and also provided on-call service when notified by the City. All service provided is at no-charge.

During the Covid pandemic the City Disposal Events were replaced by citywide free curbside bulky item collections. Due to the popularity of this free curbside service, the current Cypress Clean-up Days were all transitioned to curbside collections in 2022, 2023 and 2024. As discussed in our review of Section 4.08.4 above, due to HHW event permitted difficulties, VVS agreed to provide a city-wide curbside bulky item collection event that year (held in October on three separate days) and has continued to provide this service on an annual basis since 2022.

Review Determination: Compliant

Rating – Above Average. Designated area sweeps, daily abandoned item collections, and hand-stop service to containers are not a typical franchise requirement.

11) Customer Rate Increase Notifications

Sec. 6.01.1 – 3rd Amendment

60-days prior to each rate adjustment VVS is required to provide notice to each customer. Shown below are the notices VVS sent to customers during the review period.

For the 2022 rate adjustment notice, VVS used their Summer newsletter (excerpt shown).

Rate Adjustment Notice

At Valley Vista Services, we consider it one of our responsibilities to be as cost efficient as possible. We have always worked to provide our customers with the best in service at the lowest cost. Unfortunately, costs for labor, equipment, maintenance, landfill fees, fuel and other related expenses continue to increase. Therefore to help offset some of this cost, which is out of our control, a CPI rate adjustment authorized by the City of Cypress franchise agreement will take effect July 1, 2022. As always, we promise to continue our efforts to provide you with the very best in service and value.
Sincerely,
Valley Vista Services


Valley Vista Services of Orange County
Subscription Order - Effective July 1, 2023
City of Cypress
RESIDENTIAL SERVICE RATES


Valley Vista Services of Orange County
Subscription Order - Effective July 1, 2024
City of Cypress
RESIDENTIAL SERVICE RATES

A specific rate increase notice was provided to customers in both 2023 and 2024 to inform ratepayers of upcoming adjustments.

Our review confirmed the holiday collection schedule, and detail on recycling programs was provided through quarterly newsletters. The summary of required and optional services was also provided on the rate increase notice in both 2023 and 2024, as shown above.

Review Determination: Compliant

Rating – Industry Standard.

12) Billing Cost Reimbursement & Franchise Fees

Sec. 6.01.1, 8.02, 8.03, 8.04

The Agreement requires VVS to reimburse the City for residential service billing costs (6.01 & 8.03) and pay a franchise fee (8.02). This process is handled by Golden State Water in cooperation with the City Finance Department, with Golden State Water providing residential service billings to these accounts and the City Finance Department deducting required VVS fees before making payments to VVS. This process ensures VVS compliance.

We examined City records for each year and confirmed that residential billings were split in the period covering January 2022 through November 2022, so residential customers were billed every other month. As shown in the table below, starting in December 2022 (highlighted in yellow) the City began billing customers monthly.

Billing Cost Deductions from City Payments to VVS	Units Billed (monthly)	Billing Rate (per unit)	Annual Total
CY 2022	6,333 (Jan–Nov) / 12,666 (Dec)	$0.42–$0.43	**$35,021.49**
CY 2023	12,666	$0.43–$0.45	**$66,876.48**

Billing Cost Deductions from City Payments to VVS	Units Billed (monthly)	Billing Rate (per unit)	Annual Total
CY 2024	12,666	$0.43–$0.47	**$68,396.40**
3-Year Total			**$170,294.37**

In calendar years 2023 and 2024 monthly billing of all 12,666 customers continued. Every July, as prescribed, billing costs were adjusted by CPI. In each year (2022 through 2024) City billing costs were withheld from VVS payments, thus full reimbursement occurred.

The City's transition to monthly billing did result in additional cost deductions to VVS payments. However, this change in billing frequency was done by Golden State Water, thus under the Agreement, the City was entitled to this additional deduction from VVS payments.

Review Determination: Compliant

Rating – Above Average. While allowable (undefined frequency of billing in Agreement), this change was an impact to VVS revenue.

13) Commercial & Multi-Family Billing Audits

Sec. 6.01.1 – Original Agreement

Section 6.01.1 requires VVS to conduct three (3) billing audits, for their recurring Multi-Family and Commercial Business customers, over the first 9-years of the franchise agreement. VVS was found to have incorporated the billing audit process into their standard operating procedures monthly.

The first step of their monthly process consists of an internal and running review of commercial rates for each year of the Agreement. VVS provided the audit document that covered the first nine-years of the Agreement (2015 through 2023). This showed that the VVS accounting system incorporated City-approved commercial rates for each period.

The second part of the process, which VVS also utilizes on an ongoing basis, is to apply a price comparison step to all recurring commercial billings to confirm bills produced match current rates.



Any service billed amount that does not match the approved rate is then flagged for investigation to determine if the rate variance is acceptable. For example, a customer may be receiving a discounted rate, which is permissible since the Agreement only establishes the maximum rate for each service, container size, and frequency of collection. Any charges above allowable amounts (if found) are then changed to the approved rate level. Per VVS the report and process utilized are overwritten each billing period so supporting documentation is not available for the audit period. As an alternative we went through their monthly process as part of this review. The screen captures below shows a portion of the report generated by the "VVS Price Comparison" tool in Tower system and sample of actual pricing discrepancies identified are shown below:

price .. .. 4/9/2026 1:27:51PM .. #P

Export as " C:\pricecom.xls or C :\priceres.xls " Type = Microsoft Excel (97-2003) Data Only .xls then -->> GO

Tower Reporting (Custom) Requestor: TOPGUN\jquintana at: 4/9/2026 1:27:06PM

Equal "Customer Company ID" FilterDisplayValues="VVSOC"

VVS Pricing Check ... Price Comparison Include Res: NO Use Current : NO 4/9/2026 1

SiteID	SvcDescription	SvcCode	Freq	Qty	Rate	UnitPrice	StdPrice	AddlRate	BillCycle	SiteName	SvcArea	Comp	
1000110001	3 Yd Plastic Co-mingl	03PLRCCO	W001	1	0.00	0.00	121.53	121.53	CYPCOM	BOYS & GIRLS CLUE	Cypress	VVSC	#F
1007690003	3 Yd Plastic Co-mingl	03PLRCCO	X005	2	497.17	248.59	828.65	414.32	CYPAM	Lexington Junior High	CYPRESS	VVSC	#F
1004050001	3 Yd Plastic Front Loa	03PLTR	X005	1	453.02	453.02	552.43	552.43	CYPCOM	Ancillary Properties	Cypress	VVSC	#F
1004030001	3 Yd Plastic Front Loa	03PLTR	X005	2	951.26	475.63	1,104.86	552.43	CYPCOM	Ancillary Properties	Cypress	VVSC	#F
1003980001	3 Yd Plastic Front Loa	03PLTR	X005	1	476.96	476.96	552.43	552.43	CYPCOM	Ancillary Properties	Cypress	VVSC	#F
1004010001	3 Yd Plastic Front Loa	03PLTR	X005	1	476.26	476.26	552.43	552.43	CYPCOM	Ancillary Properties	Cypress	VVSC	#F
1003990001	3 Yd Plastic Front Loa	03PLTR	X005	1	476.26	476.26	552.43	552.43	CYPCOM	Ancillary Properties	Cypress	VVSC	#F
4019650001	3 Yd Plastic Front Loa	03PLTR	X006	2	1,115.92	557.96	1,296.36	648.18	CYPCOM	Ancillary Properties	CYPRESS	VVSC	#F
1000110001	3 Yd Plastic Front Loa	03PLTR	X005	1	0.00	0.00	552.43	552.43	CYPCOM	BOYS & GIRLS CLUE	Cypress	VVSC	#F
1001010001	3 Yd Plastic Front Loa	03PLTR	X003	2	632.06	316.03	733.62	366.81	CYPCOM	CYPRESS PLAZA	Cypress	VVSC	#F

As verified by reviewing all 48 charges that were captured (partially shown above), all rate differences were discounts below the maximum rates, therefore permissible. Our review found that the process employed effectively audits VVS billings monthly.

Review Determination: Compliant

Rating – Above Average. VVS performs billing audits monthly, which is above average and significantly exceeds the Agreement's requirements.

14) City Compliance & Monitoring Fee (1.5%)

Sec. 9.04 – 4th Amendment

VVS must charge, collect, and remit a City Compliance and Monitoring Fee equal to 1.5% of the total service charge for each customer, and remit this fee payment to the City on a quarterly basis.

The Compliance Monitoring Fee established in the Fourth Amendment provides funding to the City to address increased monitoring responsibilities promulgated by SB 1383 regulations (an unfunded mandate upon the City). This fee is a separate line-item charge that VVS is required to bill and collect from all customers they are responsible for billing.

VVS began placing this charge on invoices, so that it became effective in the 2nd Quarter of 2022. This is considered reasonable by the reviewer as the 4th Amendment states in Item 2.7 "Effective Date" that the

amendment would not become "effective and operative" until after a Proposition 218 Public Hearing confirmed the amendment (and rates therein). The amendment itself was not signed by VVS until March 16, 2022, and they then needed to place these charges on invoices that are billed in advance for the following month's service. Therefore, April 1, 2022, is considered a reasonable start-date for the billing and collection of this fee.

On an annual basis VVS reports their gross billings and gross receipts to the City as part of their required annual report. However, the reviewer found the presentation of this data falls short of the Financial Reports requirements of Section 10.05.2 (discussed below). Specifically, we believe the reporting of billings in "Commercial", "Roll-Off", and "Residential" groupings, while providing receipts data as either "Commercial" or "Residential" does not allow the City to reconcile this data. In addition, the practice of commingling City billings (Residential services billed by GSW), which are not subject to the 1.5% fee (established by 9.04), with billings to residential customers performed by VVS (e.g. temporary clean-up bin) further complicates the process of determining if all fee revenue is being paid by VVS.

To determine if payments to the City for this required fee were accurate, we established both gross billing and Fee billings for each year of the review period, from VVS billing records. Shown below is a summary of this process for Calendar Year 2022:

1.5% of VVS Charge to Customers Calculation

Calendar Year 2022	AUDITED				
Period	Total VVS Billing	VVS Fee Billing	VVS Service Billing	VVS Service X 1.5%	Under-Billed Amount
March - June 2022	$ 1,623,720.75	$ 22,213.92	$ 1,601,506.83	$ 24,022.60	$ 1,808.68
3rd Quarter 2022	$ 1,359,665.71	$ 18,483.51	$ 1,341,182.20	$ 20,117.73	$ 1,634.22
4th Quarter 2022	$ 1,334,596.95	$ 18,244.19	$ 1,316,352.76	$ 19,745.29	$ 1,501.10
					$ 4,944.01

Reading from left to right we present our audited gross billing figure next to the corresponding period. As shown, VVS did bill this fee in March 2022. We then totaled the "1.5% fee" amount line-item total for the same period and deducted that amount from gross billings to arrive at the "VVS Service Billing" amount. We then multiplied that remainder figure by 1.5% to arrive at the prescribed billing amount we believe is required by the Agreement.

Section 9.04 requires VVS to charge, collect, and remit a fee that is equal to 1.5% of their total service charge for each customer. Since there is no definition of or listed exclusion from what would constitute a service charge, we believe it should include all amounts invoiced, less the 1.5% line item fee VVS charged. Thus, we believe our methodology (in table above) accurately establishes the under-billed and thus under-paid amount shown above ($4,944.01 for calendar year 2022).

Shown below is our review for Calendar Year 2023:

Calendar Year 2023	AUDITED				
Period	Total VVS Billing	VVS Fee Billing	VVS Service Billing	VVS Service X 1.5%	Under-Billed Amount
1st Quarter 2023	$ 1,345,405.56	$ 18,381.11	$ 1,327,024.45	$ 19,905.37	$ 1,524.26
2nd Quarter 2023	$ 1,403,921.17	$ 19,015.21	$ 1,384,905.96	$ 20,773.59	$ 1,758.38
3rd Quarter 2023	$ 1,485,693.12	$ 20,854.70	$ 1,464,838.42	$ 21,972.58	$ 1,117.88
4th Quarter 2023	$ 1,431,270.79	$ 20,176.75	$ 1,411,094.04	$ 21,166.41	$ 989.66
					$ 5,390.17

As shown, an under-billing of the 1.5% fee also occurred in 2023, resulting in less than prescribed payments to the City.

Calendar Year 2024	AUDITED				
Period	Total VVS Billing	1.5% of Billing	VVS Service Billing	VVS Service X 1.5%	Under-Billed Amount
1st Quarter 2024	$ 1,356,834.18	$ 19,473.95	$ 1,337,360.23	$ 20,060.40	$ 586.45
2nd Quarter 2024	$ 1,394,077.56	$ 20,504.54	$ 1,373,573.02	$ 20,603.60	$ 99.06
3rd Quarter 2024	$ 1,480,171.73	$ 21,772.26	$ 1,458,399.47	$ 21,875.99	$ 103.73
4th Quarter 2024	$ 1,418,445.05	$ 20,480.97	$ 1,397,964.08	$ 20,969.46	$ 488.49
					$ 1,277.73

In 2024, under-billing of the 1.5% was significantly reduced, but still occurred. Over the 3-year review period we identified $11,611.91 ($4,944.01 + $5,390.17 + $1,277.73) in "1.5% Fee" that were not charged, collected, and remitted by VVS to the City.

Review Determination: Non-Compliant VVS owes the City $11,611.91 in fees to resolve this finding. In addition, 1.5% fee amounts should be reviewed for calendar year 2025 and 2026 year-to-date to identify any under-billing and payments. VVS billings should then be reconstituted so this fee is 100% of each invoiced charge to a customer.

Rating – Industry Standard. In virtually all our fee payment audits (well over 50 in California, Nevada, Texas, Georgia, and Florida) we find underpayments. The amount of this finding is considered typical.

15) Records Retention Requirements

Sec. 10.02.5 – Original Agreement

Requires VVS to maintain, full, complete, and separate financial, statistical and accounting records, pertaining to cash, billing, and provisions of all collection services. Billing, gross receipts, rebate and disposal records must be maintained and preserved for not less than five (5) years following the close of each of VVS's fiscal years.

Prior to November 2023, VVS used the Tower system to record billing records. From November 2023 forward they used a Softpak system. Our review process found all financial, statistical, and accounting records were dedicated to the City of Cypress franchise, as prescribed, and that these records exceeded the 5-year retention requirement.

Review Determination: Compliant

Rating – Industry Standard.

16) Annual Financial Reporting

Sec. 10.05.2

Requires annual financial reporting on prior year's operations. At minimum, the Financial Report shall include the number of residential and commercial customers provided with collection services, including any additional services, and the collector's gross billing and amount collected from each type of customer.

We examined the financial reports provided by VVS to the City and herein provide a detailed review of this information as presented in their 2022 annual report. Therein they show the number of residential customers (12,890), the number of commercial business customers (466), and the number multi-family commercial customers (153), as required. They also broke this information out to show the number of customers (both residential and commercial) subscribing to each type of service offering. Finally, they provided a complete list of all customers, service addresses, and service information from their internal record keeping system.

With regards to billing and payment amounts, the "financial review" did provide both gross billing and gross receipts (collections) as prescribed. However, the two presentation tables (see below) do not use the same presentation format and commingle VVS residential billings with billings made by the City through GSW:

CITY OF CYPRESS ANNUAL REVIEW 2022			
BILLINGS			
	COMMERCIAL	$	3,789,454
	ROLLOFF	$	1,285,294
	RESIDENTIAL	$	2,186,902
		$	7,261,650
RECEIPTS			
	COMMERICAL	$	4,891,104
	RESIDENTIAL	$	2,482,364
		$	7,373,468

While technically this meets the Agreement standard, we believe this report should show billings and receipts that mirror each other. To that end we suggest "ROLLOFF" billing/receipts be from "commercial" when presenting receipts. Secondly, for residential billings/receipts, VVS should segregate amounts they bill to residential customers from the residential billing payments they receive from City billings.

We believe this would be a cleaner presentation of this financial information. Our audit of CY 2022 financial records found this information can be segregated and reported, as shown below:

	Column Labels												
	2022/01	2022/02	2022/03	2022/04	2022/05	2022/06	2022/07	2022/08	2022/09	2022/10	2022/11	2022/12	
Sum of payme	$ 295,293	$ 10,474	$ 150,265	$ 150,265	$ 150,265	$ 150,265	$ 211,630	$ 211,630	$ 221,883	$ 277,494	$ 221,883	$ 221,883	$ 2,273,230
SiteID	1014850001 CITY OF CYPRESS												
	Column Labels												
	2022/01	2022/02	2022/03	2022/04	2022/05	2022/06	2022/07	2022/08	2022/09	2022/10	2022/11	2022/12	
Sum of payme	$ 21,188	$ 12,849	$ 13,982	$ 20,216	$ 18,421	$ 14,964	$ 6,572	$ 29,899	$ 27,271	$ 17,384	$ 13,769	$ 13,043	$ 209,559
													$ 2,482,789
SiteID	NON CITY OF CYPRESS RESIDENTIAL												

Our review of CY 2022 (see below) found originally reported commercial account receipts matched current accounting system records exactly. The slight difference in "residential" receipts, $425 in additional receipts not originally reported, is considered inconsequential (0.017%) as the City does not have fees that are based upon gross receipts.

Our review of CY 2023 and CY 2024 found annual review tables to be compliant.

CITY OF CYPRESS ANNUAL REVIEW 2023		
BILLINGS		
	COMMERCIAL	$ 4,066,101
	ROLLOFF	$ 1,472,717
	RESIDENTIAL	$ 2,538,072
		$ 8,076,890
RECEIPTS		
	COMMERICAL	$ 5,715,551
	RESIDENTIAL	$ 2,251,335
		$ 7,966,886

CITY OF CYPRESS ANNUAL REVIEW 2024		
BILLINGS		
	COMMERICAL	$ 4,333,748
	ROLLOFF	$ 1,188,529
	RESIDENTIAL	$ 2,791,877
		$ 8,314,154
RECEIPTS		
	COMMERICAL	$ 6,025,593
	RESIDENTIAL	$ 2,860,041
		$ 8,885,634

Our audit of financial records found commercial and residential receipts to have more significant allocations issues in CY 2023 due to the 4th Quarter transition to new system (Softpak). Overall, gross receipts established by our audit ($8,124,695) were 1.98% higher than the $7,966,886 included in the annual report. In CY 2024 both residential and commercial distribution, and the total gross receipts we found ($8,779,553) were closer (1.19%) to the figures used in the annual report. For the three-year period total audited gross receipts ($24,278,120) were $52,132 (0.22%) higher than the reported amount ($24,225,988).

Review Determination: Compliant Required information is reported annually. We believe the discrepancies encountered in gross receipts are partly attributable to extraction of data from two different accounting systems. As mentioned, since there are no gross receipts-based fees in the

> Agreement, we consider this an inconsequential finding that has likely been remedied during the first full year of new accounting system usage.

Rating – Industry Standard.

17) Insurance Coverage & Performance Bond

Sec. 11.01 (Original) & 12.04

Section 11.01 requires maintenance of insurance coverage at required limits and Section 12.04 requires a performance bond in the amount of $1 million be furnished and kept current. We requested and received insurance coverage certificates and confirmed the City of Cypress as the listed certificate holder.

For coverage through February 1, 2023, we confirmed coverage that meets the $10,000,000 combined single limit per occurrence and $20,000,000 umbrella requirement of the Agreement (11.02). We also confirmed Workers' Compensation coverage at $1,000,000, which meets the Section 11.02 as well.

For all other periods we found coverage amounts to meet requirements, as summarized below:

Insurance Coverages with Cypress as Certificate Holder

Coverage through 2/1/2023 & 10/1/2023 (Workers' Comp)

#	Insurer	Coverage Type	Per- Occurrence	Aggregate
A	Greenwich Ins. Co.	Comm. General Liability	$ 1,000,000.00	$ 2,000,000.00
B	XL Insurance America	Automobile Liability	$ 1,000,000.00	
C	XL Specialty Ins. Co.	Umbrella Liability	$ 4,000,000.00	$ 4,000,000.00
D	Navigators Specialty Ins. Col	Excess Liability 2nd Layer		$ 5,000,000.00
E	Homesite Insurance Co.	Excess Liability 3rd Layer		$ 5,000,000.00
	Alaska National Ins. Co.	Workers' Comp	$ 1,000,000.00	

Coverage through 2/1/2024 & 10/1/2024 (Workers' Comp)

#	Insurer	Coverage Type	Per- Occurrence	Aggregate
A	Greenwich Ins. Co.	Comm. General Liability	$ 1,000,000.00	$ 2,000,000.00
B	XL Insurance America	Automobile Liability	$ 1,000,000.00	
C	XL Specialty Ins. Co.	Umbrella Liability	$ 4,000,000.00	$ 4,000,000.00
D	Homesite Insurance Co.	Excess Liability 2nd Layer		$ 5,000,000.00
E	GuideOne Nat'l Ins. Co.	Excess Liability 3rd Layer		$ 5,000,000.00
	Alaska National Ins. Co.	Workers' Comp	$ 1,000,000.00	

Coverage through 2/1/2025 & 10/1/2025 (Workers' Comp)

#	Insurer	Coverage Type	Per- Occurrence	Aggregate
A	Greenwich Ins. Co.	Comm. General Liability	$ 1,000,000.00	$ 2,000,000.00
B	XL Insurance America	Automobile Liability	$ 1,000,000.00	
C	XL Specialty Ins. Co.	Umbrella Liability	$ 4,000,000.00	$ 4,000,000.00
D	Alaska National Ins. Co.	Excess Liability 2nd Layer		$ 5,000,000.00
E	Navigators Specialty Ins. Col	Excess Liability 3rd Layer		$ 5,000,000.00
F	Alaska National Ins. Co.	Workers' Comp	$ 1,000,000.00	

Insurance coverages have met Agreement requirements throughout the review period.

With regards to the performance bond of $1,000,000 VVS submitted documentation confirming this coverage amount was in place through Bond No, CMS0330350 from the RLI Insurance Company, for the 3-year review period from VVS.

Review Determination: Compliant

Rating – Industry Standard.

18) Edible Food Recovery Contributions

Sec. 18.03 – 4th Amendment

Requires an annual contribution of $5,000 to a non-profit food recovery organization providing services to aid the City in this mandated SB 1383 program.

VVS provided a 4-color hand-out they provide to edible food generators, listing the edible food recovery organizations they have teamed with. We were provided payment records showing their financial contributions to these organizations during the review period. In calendar year 2022 Check #435087 for $3,700.00 was given to Second Harvest, who provides edible food collection and distribution services throughout Orange County and is part of the national Feeding America organization. For calendar year 2023 (Check #436389 for $6,300.00) and 2024 (Check #436389 for $5,000.00) donations were given to Food Finders. Food Finders is also an edible food collection and distribution organization, based in the neighboring city of Los Alamitos. Both organizations meet the criteria and the total of $15,000 over the 3-year period is also compliant with Section 18.03.

Review Determination: Compliant

Rating – Above Average. Required donations to edible food recovery organizations are becoming more prevalent but is not a typical requirement.

19) SB 1383 Mandatory Procurement Notification

Sec. 18.04 – 4th Amendment

VVS is required to notify and provide the City with documentation if they purchase items that qualify for SB 1383 mandatory procurement credits. During the review period no such purchases were made. Therefore, they are technically in compliance. Mandatory procurement is a large financial obligation that SB 1383 placed upon the City. We suggest a meeting with VVS to determine if qualifying procurement opportunities can be developed.

Review Determination: Compliant

Rating – Substandard. Most exclusive franchise agreements, that have been updated to include SB 1383 requirements include stipulations for no-cost City-procurement assistance with defined amounts. Most also include discounted cost options for additional procurement credits.

20) Audit Cost Reimbursement & Penalties for Underpayments

Sec. 8.04

Section 8.04 requires audit cost reimbursement to be deducted from residential service payments. Section 8.09 (2nd Amendment) subjects all VVS payments to the city to independent audit, requires reimbursement if a finding greater than 0.5% occurs, and adds a 10% annual rate as a penalty. Our current

review has an area of findings that exceeds the 0.5% threshold, thus the City is entitled to audit cost reimbursement. In addition, you are entitled to a penalty at a 10% annual rate on the audit finding amount of $11,611.91.

Specifically, our audit of the 1.5% City Compliance and Monitoring Fee payments found an underpayment of $11,611.91 ($4,944.01 + $5,390.17 + $1,277.73) of this fee over the three-year review period. VVS billed and remitted $219,601.11 to the City to cover this required fee revenue, when our audit found $231,213.02 was the actual amount due. Therefore, this underpayment represents an error factor of 5.29%, as shown in detail below:

1.5% of VVS Charge to Customers Calculation

Calendar Year 2022		AUDITED			
Period	Total VVS Billing	VVS Fee Billing	VVS Service Billing	VVS Service X 1.5%	Under-Billed Amount
March - June 2022	$ 1,623,720.75	$ 22,213.92	$ 1,601,506.83	$ 24,022.60	$ 1,808.68
3rd Quarter 2022	$ 1,359,665.71	$ 18,483.51	$ 1,341,182.20	$ 20,117.73	$ 1,634.22
4th Quarter 2022	$ 1,334,596.95	$ 18,244.19	$ 1,316,352.76	$ 19,745.29	$ 1,501.10
		$ 58,941.62	**$ 4,259,041.79**		$ 4,944.01

Calendar Year 2023		AUDITED			
Period	Total VVS Billing	VVS Fee Billing	VVS Service Billing	VVS Service X 1.5%	Under-Billed Amount
1st Quarter 2023	$ 1,345,405.56	$ 18,381.11	$ 1,327,024.45	$ 19,905.37	$ 1,524.26
2nd Quarter 2023	$ 1,403,921.17	$ 19,015.21	$ 1,384,905.96	$ 20,773.59	$ 1,758.38
3rd Quarter 2023	$ 1,485,693.12	$ 20,854.70	$ 1,464,838.42	$ 21,972.58	$ 1,117.88
4th Quarter 2023	$ 1,431,270.79	$ 20,176.75	$ 1,411,094.04	$ 21,166.41	$ 989.66
		$ 78,427.77	**$ 5,587,862.87**	$ 83,817.94	$ 5,390.17

Calendar Year 2024		AUDITED			
Period	Total VVS Billing	1.5% of Billing	VVS Service Billing	VVS Service X 1.5%	Under-Billed Amount
1st Quarter 2024	$ 1,356,834.18	$ 19,473.95	$ 1,337,360.23	$ 20,060.40	$ 586.45
2nd Quarter 2024	$ 1,394,077.56	$ 20,504.54	$ 1,373,573.02	$ 20,603.60	$ 99.06
3rd Quarter 2024	$ 1,480,171.73	$ 21,772.26	$ 1,458,399.47	$ 21,875.99	$ 103.73
4th Quarter 2024	$ 1,418,445.05	$ 20,480.97	$ 1,397,964.08	$ 20,969.46	$ 488.49
		$ 82,231.72	**$ 5,567,296.80**	$ 83,509.45	$ 1,277.73
		$ 219,601.11	**$ 15,414,201.46**		$ 11,611.91
	5%	$ 11,611.91	1.50%		
		$ 231,213.02	$ 231,213.02		

As discussed under Item 13 above, the City's decision to change residential billing to monthly for all customers, resulted in $2,723.19 in increased in deductions from VVS residential service revenue in December 2022 and each month thereafter (increased by CPI in July 2023 and July 2024 during the review period and thereafter). The approximate $34,000 per-year increase VVS has absorbed, could be considered to reduce or eliminate the 10% penalty on this finding.

Review Determination: Compliant. Contingent upon 10% annual penalty at the City-determined amount. VVS has already agreed to reimburse the City for this third-party Performance Review, therefore, the deduction of audit costs is not necessary.

Rating – Industry Standard.

21) Financial Ability to Perform

Unrelated to a specific Agreement item, but a required determination of this audit process, was a review of VVS financial information to the level necessary to establish an opinion on their financial ability to meet all requirements of the Agreement. We performed our review process, establishing gross income, expenses, interest, taxes, depreciation, and amortization amounts for the review period from the internal accounting records of this privately held company. Our goal being to establish a dollar value for Earnings Before Interest, Taxes, Depreciation, and Amortization (EBITDA), as we believe this is the best measurement tool to isolate operational profitability. In addition, the owners of Valley Vista Services also own and control the waste processing and transfer facilities used for City of Cypress franchised waste collections, thus providing an operational cost "buffer" to the hauling company's financial health.

For the review period, our EBITDA findings are as follows:

Calendar Year	Total Revenue	EBITDA	% of Revenue
2022	$7,871,794	$1,736,093	22.1%
2023	$9,050,940	$1,546,525	17.1%
2024	$9,077,486	$1,574,280	17.3%
3-Year Average	**$8,666,740**	**$1,618,966**	**18.7%**

EBITDA range for the California market is generally in the 20%- 30% range, and VVS ran slightly below the bottom range of this benchmark for the review period. However, this is partly due to VVS consistently running one-year behind on passing through County disposal fee increases due to the submission deadline (March 15th) for annual rate increases. With disposal fees averaging 30.30% of total revenue for the review period, VVS received approximately $300,000 per-year less in revenue than the Agreement prescribed. If we add missed revenue as an increase to the average EBITDA, VVS' level rises to 22.14%.

Given the 45% residential and 55% commercial revenue mix, the actual EBITDA benchmark is 27.4%, due to commercial accounts generating higher margins (30%- 35% EBITDA). Therefore, even with disposal fee pass through expenses catching up, VVS is running at 5% less profitability than considered ideal.

We believe there are other contributing factors, not related to VVS performance, but rather certain Agreement compliance requirements that are above average. Specifically, vehicle age limitations and repainting/refurbishing standards (every 5 years) are more stringent than typical. In addition, the level and type of complimentary services provided are also above average, as noted in our review. In particular,

free multi-family recycling through mixed waste processing is decreasing revenues while increasing VVS operational expenses.

Overall, we would consider the VVS franchise operation in Cypress to be profitable at a level that can sustain required operations and Agreement compliance throughout the remaining franchise term. Their EBITDA level being at 5% less than the benchmark indicates that net-to-hauler revenue is slightly below average when compared to industry standard.

Review Determination: Compliant VVS operates profitably and is financially capable of sustaining all franchise obligations through the remainder of the agreement term.

Rating – Industry Standard.

Section 3 – Compliance Programs & Waste Diversion

VVS is required to perform various compliance and waste diversion programs to assist the City in fulfilling State mandates. Herein we review related Agreement sections, reported diversion data and facility usage, as well as take verification steps to confirm the accuracy of reported figures.

The following items summarize our findings for each applicable Agreement section.

1) Commercial A/B Route Processing

Sec. 4.03.4 – Original Agreement

There is an additional provision in this Section, not covered by our Financial Review, for A/B routing (wet waste and dry waste collected separately) for commercial waste. It requires the dry route (Route A) to constitute 30% of refuse collection from commercial accounts, and that this refuse material be transported to Grand Central Recycling and Transfer (Grand Central) for processing. A minimum of 30% of this material is to be diverted from landfill disposal by Grand Central.

During the review period VVS provided mixed waste collection to a number of commercial accounts. Each of these accounts would constitute compliance with Section 4.03.4. In addition, VVS increased the percentage of commercial waste collections that were processed at Grand Central Recycling, also helping to meet 4.03.4 requirements. The table below shows the percentage of commercial collections processed and the diversion rates achieved each year:

Year	Total Commercial Collections (tons)	% Sent to Processing (vs. Landfill)	Tons Diverted	Processing Diversion Rate
CY 2022	20,026	67.8%	5,437	40.0%
CY 2023	19,823	90.1%	6,676	37.4%
CY 2024	19,131	90.7%	9,059	52.2%
Review Period	**58,981**	**82.7% avg.**	**21,172**	**43.4% avg.**

Review Determination: Compliant Nearly 83% of commercial collections were processed and not taken directly to landfill during the review period. This processing percentage increased each year, reaching nearly 91% (with 52% diverted) in calendar year 2024.

Rating – Exceptional. The level of commercial waste processing provided is exceptional when compared to industry standard. Virtually all SB 1383 updated franchise agreements now allow all trash containers to go directly to landfill, which is operationally much cheaper for the hauler. Very few agreements have hauler-specific diversion requirements.

2) Residential & Multi-Family Recycling Programs

Sec. 4.03 – Original Agreement

Several "Recycling Collection" provisions within the original Agreement, while still operative, have been supplanted by SB 1383 regulations and, in some cases required alternative action by VVS to achieve true compliance. For example, 4.03.1 "residential single-stream recycling", 4.03.2 "multi-family single stream recycling", and 4.03.5 "Compliance with AB 341" are now incorporated in SB 1383 program requirements in the new Section 18 of the Agreement. Those new provisions are in Section 18.01 "Collection and Recycling", which includes the requirement that collection programs are SB 1383 compliant. The compliance progression through the three-year review period, for each of these collection program requirements, is summarized in the table below:

		Compliant w/Regulations			
Customer Type	Customers	AB 341	AB 1826	SB 1383	% SB 1383 Compliant
Residential	12,666	N/A	N/A	12,666	100%
Com-Business	416	416	383	383	92%
Com-Multi-Family	131	121	126	121	92%
Residential	12,666	N/A	N/A	12,666	100%
Com-Business	416	416	416	416	100%
Com-Multi-Family	131	126	131	126	96%
Residential	12,666	N/A	N/A	12,666	100%
Com-Business	416	416	416	416	100%
Com-Multi-Family	131	126	131	126	96%

VVS is currently in 100% compliance with all State mandated collection program requirements. By early 2023 their compliance tracking records showed 100% compliance was reached. However, our review of individual multi-family account records found five mistakenly listed as having space constraint waivers (SB 1383 designation which excludes that property from mandatory programs) which were not City approved. VVS investigated these five (5) accounts immediately upon being made aware of this issue and provided all five properties with required recycling containers. They are now in full compliance.

Review Determination: Compliant Record keeping error. Resolved during review.

Rating – Industry Standard. Most jurisdictions struggled to meet full compliance during the review period, with about 20% still having less than 100% compliance in 2026. Many commercial generators have State-compliant 2-container programs, which is a convenient means of achieving compliance, that is unique to Cypress amongst all Southern California jurisdictions.

3) 50% Waste Diversion Rate Compliance

Sec. 5.05 – Original Agreement

Requires VVS to divert sufficient waste from landfilling to ensure the City's annual reports to CalRecycle show a greater that 50% diversion rate. For several years before, and during each year of the review period, CalRecycle's methodology for establishing a 50% diversion rate measurement was a maximum pounds-per-person-per-day formula within the annual report. If the City's reported landfill disposal for that year was below that pounds-per-person figure, then the State considers you to be exceeding the 50% diversion from landfill requirement.

VVS diversion, including identified 3rd party recycling, was 72.71% in 2022, 52.50% in 2023, and 59.22% in 2024. The drop in diversion from 2022 is due to third-party recycling reductions, primarily from the Los Alamitos Racetrack. VVS exceeded the 50% diversion rate each year. We reviewed the 2022, 2023, and 2024 annual reports submitted to CalRecycle and list diversion compliance numbers found in the table below:

Annual Report - Diversion Rate Compliance				
Year		Target Pounds = 50% Diversion	Annual Disposal Amount	AB 939 Compliant
2022	Population	9.0	3.7	Yes
	Employment	20.5	8.1	Yes
2023	Population	9.0	4.1	Yes
	Employment	20.5	8.8	Yes
2024	Population	9.0	4.8	Yes
	Employment	20.5	10.4	Yes

Review Determination: Compliant For each year of the review period CalRecycle's AB 939 (50% diversion from landfill) formula found the City of Cypress to be in compliance.

Rating – Above Average. VVS diversion from their own collections (43%) and efforts to quantify an additional 16,491.24 tons of diversion by private recyclers and internal business programs are both above average when compared to industry standard (35% diversion and no 3rd Party diversion quantification). CalRecycle measurements establish the equivalent of a 70%+ diversion rate.

4) Construction & Demolition Diversion

Sec. 5.09 – Original Agreement

Requires all construction and demolition material collected to be transported to Grand Central Transfer & Recycling and that a minimum of 75% of this material be diverted from landfill disposal.

The table below shows construction and demolition amounts, hauled, disposed, and diverted for each year of the review period. It also calculates a diversion rate achieved for each year:

Construction & Demolition Waste Hauling				
Year	C&D Tons Collected	Tons Disposed	Tons Diverted	Diversion Rate
2022	2,347.64	607.81	1,739.83	74.11%
2023	3,681.87	961.69	2,720.18	73.88%
2024	2,891.63	763.79	2,127.84	73.59%

Review Determination: Non-Compliant For each year of the review period, VVS fell just short of the required 75% diversion rate. Note: State requirement is 65% diversion.

Rating – Industry Standard. VVS diversion is slightly higher than construction waste diversion rates in other jurisdictions (around 70%).

5) Organic Waste Recycling Program (AB 1826 / SB 1383)

Sec. 5.10, 18.01.1, 18.01.2, 18.05.1

Requires development of a compliant AB 1826 (5.10) and subsequently a SB 1383 compliant (18.01.1) organic waste recycling program. Section 18.01.2 requires capacity for all franchise program waste is provided by VVS.

As shown in Item 2 of this report section, VVS had developed both AB 1826 and SB 1383 compliant programs. VVS, through guarantees and indemnification in Section 18.01.2 and statements within 18.05.1 (Capacity Guarantee), agrees to provide all needed organic waste capacity.

Review Determination: Compliant VVS facility records show they are providing all needed capacity for the City and have committed to retaining and providing all capacity needed by the City of Cypress.

Rating – Exceptional. VVS guarantees and provides all needed capacity for all organic waste, through their high diversion organic waste processing facility and long-term agreements with anaerobic digester and composting operations. Their facility is the only kind of its type in Southern California, allowing the processing of mixed organics and mixed recyclables.

6) Waste Characterization Studies

Sec. 6.04 – Original Agreement

Requires VVS to perform waste generation and disposal characterization studies periodically to comply with the requirements of state law. It further requires VVS to participate and cooperate with the City to accomplish studies and data collection and prepare reports as needed and directed by City.

Throughout the process of qualifying for a high diversion organic waste processing facility designation, and periodically to retain such designation, VVS is performing these studies.

Review Determination: Compliant

Rating – Industry Standard. VVS is performing these studies.

Note: We believe the City should request VVS perform studies to characterize organic waste generation to potentially reduce the City's SB 1383 procurement requirements. If these studies can demonstrate the City generates less than 0.8 tons of organic waste per-resident, per-year, then the City can reduce their financial obligation to the actual generation rate (some jurisdictions have reduced their obligation by over 50%).

7) Kitchen Caddie Distribution

Sec. 18.01.3 – 4th Amendment

Distribute "Kitchen Caddies" to all single-family residential units, and all multi-family premises (through the owner/manager) to assist them in source separating food waste for recycling.

VVS confirmed distribution to all single and multi-family residences that had organics cart service during the 1st Quarter of 2022. In addition, kitchen caddie containers were also distributed at the May 19th and May 20th food waste recycling workshops. The notice and mailer used are shown.


Valley Vista Services
Waste Disposal and Recycling Division

FOOD WASTE RECYCLING BEGINNING MONDAY, APRIL 4, 2022

This notice is to inform you of rollout dates for the new Residential Organics Recycling Program beginning **Monday, April 4, 2022**. Valley Vista Services will begin delivering food pails to residents on their regular service days from **Monday, March 7 through Friday, April 1**. Included with your food pail will be an informational brochure as well as a starter roll of compostable bags. (Liner bags will not be supplied after initial roll is provided.)
This is in accordance with **California State Law SB 1383**, which requires the recycling of all residential and commercial food waste. Residents are being requested to separate all food scraps from their regular garbage, and consolidate it into their green waste. *Please see instructions for how to separate below.*

Step 1: Place pail in a convenient place (on kitchen counter or under kitchen sink)
Step 2: Line pail with a compostable or plastic bag; place ALL food scraps inside
Step 3: Remove tied bag of food scraps from food pail and place into your green waste cart

Use smartphone to scan QR code for additional resources:

Food waste *includes*:
Meat and bones, fish and poultry, bread, grains, cereals, pasta, cheese & dairy products, eggs & eggshells, fruits and veggies (pits & peels), coffee grounds & filters, tea bags, leftover scraps and spoiled food.

Please prepare to begin placing bagged food scraps into the green waste cart starting **Monday, April 4, 2022**. If you have any questions, please contact our Customer Service Department at customerservice@myvvs.com or (800) 442-6454.


Valley Vista Services
Waste Disposal and Recycling Division

FOOD WASTE RECYCLING COMMUNITY WORKSHOPS

Valley Vista Services would like to invite you to two (2) upcoming workshops where we will be educating residents living in the City of Cypress about the new **California State Law SB 1383** and household participation in our Residential Organics Recycling Program.

Senate Bill 1383 mandates the recycling of all residential and commercial food waste, also known as organics. **To assist with this transition, all residents living in the City of Cypress are encouraged to attend one of these two (2) upcoming community workshops:**

Thursday, May 19
6 p.m. - 7:30 p.m.
Cypress Community Center
5700 Orange Ave.

Friday, May 20
10:30 a.m. - 12 p.m.
Cypress Senior Center
9031 Grindlay St.

Participation in the Organic Waste Recycling program is mandatory as outlined by the State of California. If you have any questions, please contact our Customer Service Department at customerservice@myvvs.com or (800) 442-6454.

Review Determination: Compliant

Rating – Industry Standard. Distribution completed and additional caddies available for purchase, as prescribed.

8) Organic Waste Program Reporting

Sec. 18.02.1 – 4th Amendment

Collect, preserve, and report information regarding its Organic Waste Recycling program. On a quarterly basis VVS reports program collection data, contamination minimization efforts, facility usage, waivers, types of programs provided, and provides copies and distribution counts for all education and outreach materials. All this is done through the City's online reporting portal and VVS was very accommodating during the introduction of this new system and on an ongoing basis. They also include summary data in their annual report to the City.

Review Determination: Compliant

Rating – Above Average. Most haulers wish to use their own reports and formats, a few have refused to voluntarily use this new system until the City had to send a demand letter (among the 11 cities using the same software program). VVS made the change without issue or complaint.

9) Annual Facility Usage Reporting

Sec. 18.02.2 – 4th Amendment

On an annual basis VVS is to provide a list of facilities which they will use to process, transfer, and dispose of all waste collected under the franchise. This process started in 2022, and this facility information is provided in quarterly reporting and summarized and presented in the annual report to the City. All tonnage information reported to the City includes allocations to each facility utilized.

Shown below is a table presenting calendar year 2024 facility utilization and tonnages delivered, disposed, and diverted by each:

CY 2024			
Facilities	**Tons Delivered**	**Tons Disposed**	**Tons Diverted**
Landfills			
Antelope Valley Landfill	763.53	763.53	-
El Sobrante Landfill	175.65	175.65	-
Bowerman Landfill	19.09	19.09	-
Mid-Valley Landfill	11.72	11.72	-
Olinda-Alpha Landfill	21,926.85	21,926.85	-
Transfer & Processing Facilities			
Grand Central Recycling	11,751.25	-	11,751.25
Puente Hills MRF	153.25	-	153.25
Beneficial Ag Service - Circle Green	1,526.83	-	1,526.83
Sun Valley Recycling Park	890.27	-	890.27
Environmental Logistics	2.65	-	2.65
e-Recycling of California	19.43	-	19.43
Southern Cal Landscape Supply	3,489.67		3,489.67
CY 2024 Totals	**40,730.19**	**22,896.84**	**17,833.35**

We reviewed CalRecycle's RDRS System to verify disposal reporting accuracy through the State's new tracking system. For Antelope Valley LF, the RDRS figure was 1,431.00 tons (667.47 higher). For El Sobrante LF the figure was nearly identical at 174.95 tons. For Bowerman Landfill, the RDRS figure was much higher (1,594.93) and the transfer facility was CR&R Stanton. For Mid-Valley Landfill, the RDRS figure was lower (8.36 tons). Finally, for Olinda-Alpha LF the RDRD System showed 18,163.03 tons transferred from Grand Central Recycling and 784.75 tons from CR&R Transfer in Stanton (18,947.78 total tons landfilled from transfer stations). An additional 6,258.34 tons were reported as direct-hauled to Olinda Alpha LF (grand total of 25,206.12 tons), which is higher (both direct-haul and transfer) than the figures reported by VVS.

We reviewed VVS tonnage records and found their reported figures to be accurate. Significant variances in RDRS tonnage reporting and actual figures are not unusual. We have performed a number of tonnage modification studies for local jurisdictions where RDRS tons have exceeded franchise hauler totals by as much as 33,000 tons. This is due to the RDRS System accepting facility tonnage reporting, without audit and via new and confusing reporting procedures that use delivered tonnage percentages rather than specifically assigned disposal ton amounts. In addition, the RDRS has landfill facilities proportionately assign "Orphaned Waste" (tonnage without a specific originating jurisdiction recorded) to all jurisdictions

from which it accepts waste, on a pro-rata share. Finally, reported facility tonnage figures in public reports include all haulers from a jurisdiction, not just the franchisee, so additional tonnage is expected.

Since the City of Cypress was determined to be under the maximum waste disposal amount, to be considered compliant with the 50% diversion mandate of CalRecycle, we see no reason to undertake a disposal modification process. However, we can confirm that disposal amounts allocated to your jurisdiction are significantly higher than actual and should be challenged in future years if CalRecycle ever finds the City to be out-of-compliance with the 50% waste diversion calculation in your Annual Report.

Our records review showed VVS is accurately tracking all collections from Cypress, through processing, to the facility where collected material is disposed. In Calendar Year 2024, we confirmed their tonnage reporting was accurate.

Review Determination: Compliant

Rating – Industry Standard. Most haulers employ similar scale house record keeping and compile facility usage reports.

10) New Organics Processing Facility

Sec. 18.05.02 – 4th Amendment

By no later than January 1, 2023, VVS will provide City with detailed plans, drawings, specifications, schedule for completion, completion of pre-construction engineering and design, and start and completion dates for construction of a new organics processing facility. VVS will provide written updates. New facility shall be completed and fully operational by December 31, 2026.

Plans and other required documents were provided after the deadline in 2023, but without issue and upon request. From that point forward the City was kept apprised and new facility completion and certification as Southern California's first High Diversion Organic Waste Processing Facility designation was achieved in 202X well ahead of schedule.

Review Determination: Compliant

Rating – Exceptional. The Grand Central Recycling Facility became Southern California's only High Diversion Organic Waste Processing Facility one year ahead of schedule.

11) Route Reviews & Waste Evaluations

Sec. 18.07.1 – 4th Amendment

Requires, if directed by the Contract Officer, that route reviews and/or waste evaluations be performed at the frequency and levels required for SB 1383 compliance. This equates to a review or evaluation covering a representative sample of each collection route, once per-calendar-year.

In calendar year 2022 no specific route reviews were performed, though informal contamination inspections were performed, and 5 commercial businesses were issued contamination notices. Since program roll-outs occurred this year, full route reviews were not possible until the 4th Quarter.

In 2023, VVS prepared and provided the City with a Route Review Guide, detailing the measures that constituted their contamination minimization program. Both commercial and residential container inspections occurred, with pictures and evaluations provided. However, the level of these route reviews did not include a representative sample of each route.

In 2024, VVS again fell short of performing the required number of route reviews and/or waste characterizations, though they utilized both methodologies to determine which would be most effective. For residential routes, waste evaluations were utilized on two collection vehicles for each of the three collection programs provided. This number of evaluations did not cover each residential route. For commercial routes, all trash routes were reviewed through a sampling of 18 containers, with some routes only consisting of 1 container inspection. For recycling routes, 15 containers were inspected, with all but one being from Route 35. We did see Route 30 and 34 referenced for one container. Food waste containers received the greatest number of container inspections, with 38 for Route 3.

In 2025, the City's consultant requested VVS to prepare its contamination monitoring procedures, to include a random sampling of all routes, as this would ensure SB 1383 compliance. VVS responding by producing a route review manual, detailing their procedures and establishing 3% of the containers on this route to constitute the sample size. This plan was approved and instituted during calendar year 2025, after the review period.

Review Determination: Compliant SB 1383 sets no container inspection quantity and treated the 2022 through 2024 period as "education only". Therefore, even though VVS contamination inspections did not cover each route, each year, we consider their efforts to be compliant with Agreement terms. It was not until 2025 that the City's consultant, acting for the Contract Officer, requested a written plan containing a minimum number or percentage of containers to be inspected per-route, per-year. This plan was prepared and submitted, and the compliant program instituted in 2025.

Rating – Industry Standard. Only 50% of haulers are performing all required route reviews, based upon our experience with 16 local jurisdictions.

12) SB 1383 Violation Tracking & Notices

Sec. 18.07.2 – 4th Amendment

Requires VVS to assist the City in reporting and tracking SB 1383 violations, delivery of notices, and delivering education material where contamination is found.

VVS is reporting and tracking violations and providing notices. They have produced evidence of their compliance in their annual reports to the City and various reports and documentation they submit as part of their quarterly reporting. We find their record keeping to be at or above industry standard with regards to SB 1383 violation monitoring, including the required provision of individual records noting when a container was not collected due to contamination.

Review Determination: Compliant

Rating – Industry Standard. VVS is compliant with violation tracking and notices. Their reporting of all containers not collected due to contamination is a SB 1383 requirement that most haulers miss in their reporting.

13) SB 1383 Exemption Evaluations

Sec. 18.07.3 – 4th Amendment

VVS is required to assist the City in evaluating requests for exemptions to SB 1383 collection program requirements.

The reviewer has coordinated with VVS staff on SB 1383 waivers (exemptions from services) on an annual basis since 2022. They have provided detailed customer records, opinions on waiver applicability, and incorporated City waiver determinations into their customer records in a cooperative and proficient manner.

Review Determination: Compliant

Rating – Above Average. VVS was and remains very helpful with this process.

Section 4 – Operations Review

This area of review covers Agreement items that establish standards for franchise service areas that directly impact ratepayers. Customer service, vehicles and equipment, public education & outreach, safe operations, and reporting issues to the City were all components of this review.

1) Customer Service & Local Office Standards

Sec. 6.02 & 7.04.1 – Original Agreement

This Section establishes certain customer and franchise servicing standards. It requires a local office to serve as a call center and administrative office, performing listed functions related to customer service and collection service dispatching. This Local office shall be open 8am to 5pm, Monday through Friday, and 8am to Noon on Saturday (also Section 7.04.1). This Section also establishes protocols for complaints, response times, local and listed emergency telephone number, and an after-hours direct line to the Operations Manager. Elsewhere therein complaint documentation requirements are established, resolution of compliant requirements, English/Spanish language requirements, and requirements for receiving and logging all customer calls. This Section also requires both an Agreement Liaison and a Service Liaison, and requires customer and program service evaluations and surveys in Year 5 and Year 10 of the Agreement.

VVS is maintaining a local office in the City of Cypress at 8891 Watson Street that is open Monday through Friday from 8am to 5pm. This facility is no longer open on Saturdays due to little or no weekend usage by customers during the first five years of the Agreement. The local phone line for resident requests is forwarded to the VVS Call Center in the City of Industry, with Saturday assistance provided from 8am to 1pm. One full-time employee works at the Cypress office, to provide in-person customer assistance and the Operations Director (Tomas Solis) works out of this office at various times during the week. Prior to the review period, exact date uncertain (prior to 2022), VVS consolidated all telephone and email customer requests/complaints to be serviced by their corporate call center in Industry. At that time the local number (714-380-5450) was also transitioned.

VVS utilizes a Cisco Webex Contact Center as its customer service platform to monitor inbound call activity and track performance metrics. They monitor call volume trends and identify service demands like missed pickups, bulky item requests, and billing inquiries. System accessibility is measured through average hold time, with the target being less than 2 minutes. Call abandonment rates are tracked to ensure reasonable response times are maintained. Call handling, initial contract through resolution, has a target time of no more than 5 minutes. Wait time and response time metric monitoring ensures staffing levels (currently 30) meet customer demand.

Management performs quality assurance reviews monthly, evaluating accuracy, professionalism, proper documentation, and proper call resolution. Complaints and service concerns are tracked, as well as resulting work orders and coordination with operations. Their SoftPak system tracks all resulting service requests and work orders, providing an audit trail.

We were able to confirm all calls are captured by recordkeeping, bilingual staff accommodates Cypress inquiries as required, and management is familiar with Agreement requirements and company service standards are constantly monitoring VVS' provision of customer service.

We found VVS customer service metrics to be above industry standard, as shown in following table:

Call Center Statistics

Period	Total Calls Received	Missed Pick-up	% of Calls	Other Complaints	% of Calls	Total Complaints	% of Calls
CY 2022	N/A	816	Unknown	52	Unknown	868	Unknown
CY 2023	7432	586	7.88%	30	0.40%	616	8.29%
CY 2024	6143	454	7.39%	38	0.62%	492	8.01%

For missed pick-ups (the most common customer issue nationwide), all 2022 figures and the first 9 months of 2023 included customer set-out issues (i.e. not placed at the curb for collection on time, overloaded container, or contaminated container). Improvements in VVS data tracking now exclude them, so only true missed collections are shown. Out of the approximately 2,000,000 container collections VVS makes from franchised customers each year (residential and commercial), the 454 missed pick-ups in 2024 are only 0.0227%. We would rate this level of collection as excellent. While there is no published industry standard, our compliance reviews in multiple States have found about one (1) missed collection out of every 2,000 scheduled stops (0.05%).

A review of customer service records showed missed collections were all resolved on either same day or following business-day, as required.

Other types of complaint calls were at acceptable levels (38 to 52 per-year), and their frequency is considered industry standard. There are no published records setting a standard. However, our compliance reviews show a range of 20 to 75 complaints. Since VVS includes cart related calls, and containers have been in service for 12 years, their “complaint” is not considered problematic.

With regards to call response times, we were only able to review complete-year records for calendar year 2025. This review showed average wait times averaged less than one minute for both residential and commercial customers. Since this is measured as the actual time on hold, total call time until answered runs 15 to 30 seconds longer, thus on average VVS is clearly meeting the 2-minute wait time goal, that is also the industry standard. We would give them a good to very good rating and consider their current count of 30 customer service reps to be adequate.

The primary issues encountered in our review of customer service were; 1) the rolling 12-month performance data tracking limit, combined with the hard-copy print-out of all annual customer service interactions, makes it difficult and time consuming to assess specific review period performance, and 2) customer use of the 800 number prevents Cypress-specific tracking. All calls using the local Cypress number are consolidated, tracked, and reported under the franchise’s annual report. However, calls to the 800 are grouped with other jurisdictions and thus too difficult to segregate and apply performance measurements specific to Cypress.

With regards to the 10-year survey requirement, this was performed with customers attending events, with hard-copy survey forms provided with instructions on how to return them. Responses were very positive. However, only 30 surveys were returned. VVS now uses QR codes on hand-outs, so customers can more easily provide responses. While compliant with Section 6.08.2, we find the methodology used to be limited in its effectiveness. We believe a billing insert, utilizing a QR code, should be used in any future surveys.

Review Determination: Compliant

Rating – Industry Standard. VVS is meeting industry standard. However, we believe annual summaries of all complaint categories and a better ability to glean Cypress specific data from 800 number calls is needed to be considered above average.

2) Public Education & Outreach

Sec. 6.03 (Original) & 18.06 (4th Amend.)

Section 6.03 established Public Education and Outreach Service requirements and Section 18.06 updated them to meet SB 1383 requirements. Currently this requires VVS to provide instructional "how-to" packets covering all programs, container labeling and stamps, an annual newsletter, corrective action notices, a separate section of its website on organics recycling, a mobile application, and a collector representative. In addition, education on service requests, contact information, service or billing questions, bulky item collection scheduling, HHW education and drop-off/collection options (only at start of service) be provided to customers.

This section also details community involvement through a collector representative to participate in demonstrations, promote and explain programs, and routinely visit organizations and commercial customers. Finally, this Section requires participation and promotion at community events and local activities, providing without cost Collection and education.

Specific to calendar year 2022, Section 18.06.2 requires expanded outreach to include telephone contact with every multi-family and commercial business not yet receiving separate organics collection. 18.06.3 requires multi-lingual messaging in English and Spanish. We confirmed with VVS management that all calls were made, and that bi-lingual staff was used as applicable. The pace at which compliance in establishing these programs was achieved demonstrates these calls were effective.

VVS provides a full range of print and electronic media, which includes 4 newsletters (one each quarter, exceeding the annual requirement) that cover all program education, promotes additional services like bulky items, advertises events, provides the holiday service schedule, etc. We found "How-To" packets and container labeling to be SB 1383 compliant and effective. The VVS website was found to effectively educate customers and is easy to navigate.

Review Determination: Compliant

Rating – Industry Standard. Educational material is well designed and effective in its presentation. The industry sets a high standard in this regard and VVS is meeting it.

3) Media Inquiry & Press Release Procedures

Sec. 6.07 – Original Agreement

Establishes notification and approval by Contract Officer prior to VVS responding to any news media inquiry, releasing material to print media or trade journal articles, and requires the provision of any media interviews, news releases, or articles within 5-days of publication. Our review of records found no violations.

Review Determination: Compliant

Rating – Industry Standard. We could find no issues.

4) NPDES Best Practices & Spillage Standards

Sec. 6.08.9, 7.03.13, 7.03.14

Section 6.08.9 requires VVS to follow National Pollution and Discharge Elimination System (NPDES) Best Management Practices in conformance with the Drainage Area Management Plan (DAMP) governing the County of Orange and all incorporated cities therein. Section 7.03.13 governs "Spillage and Litter" requirements, with Section 7.03.14 requiring vehicles to be equipped with sufficient quantities of petroleum absorbent materials, broom and shovel.

Instances of spillage were identified during each year of the review period, but at a frequency that is at or below industry standard of two or three incidents per-year. In 2022 one incident of hydraulic fuel leakage occurred, which damaged asphalt pavement on Sycamore Lane. Extensive emails, photographs, and internal records that document how VVS addressed and resolved this incident were provided.

In calendar year 2023, Public Works investigated two prohibited discharge incidents, discovered while responding to resident complaints. Both incidents (4/20/2023 and 5/11/2023) involved a VVS collection vehicle stopped and leaking "foul smelling" liquid into a storm drain inlet near the corner of Myra Street and Ethel Street. Public Works staff delivered both violation notices to VVS at their local service yard (8891 Watson) on 5/18/2023. Inspections of the Watson Street offices and the truck storage yard were scheduled and made on 6/12/2023. VVS' then area manager was interviewed about the incident. The VVS manager stated the truck at issue (456) was retired from service and replaced (confirmed). The driver involved in both incidents was reassigned from green waste pick-up to solid waste pick-up. Finally, VVS was in the process of developing a formal compliance plan and training program for staff to ensure no future incidents occur (confirmed that VVS now has a Storm Water Pollution Prevention Plan)

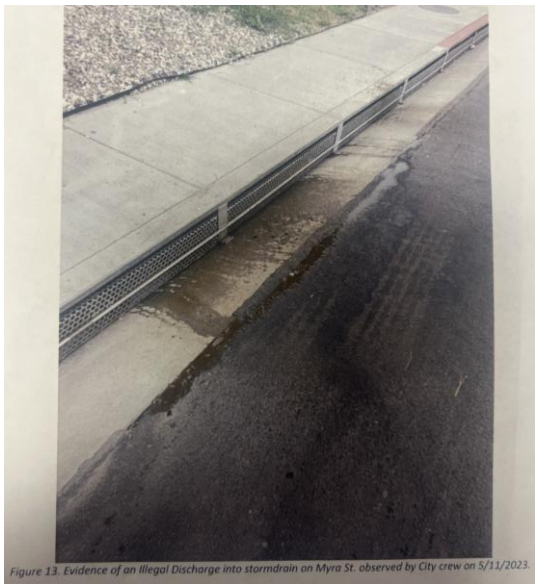


Figure 13. Evidence of an Illegal Discharge into stormdrain on Myra St. observed by City crew on 5/11/2023.

VVS provided a copy of their Storm Water Pollution Prevention Plan, as well as confirmation from Orange County Sanitation District that the plan brings them into compliance. We also learned the area where the incident occurred was where that driver normally took his required break while completing his route, so the spill was not intentional.

In 2024 there was an incident where a collection vehicle splashed oil on the property and vehicle of a customer on Sambar Circle. We also found photographs and extensive communication between VVS and the property owner. VVS performed multiple power washer cleaning on the affected area, using liquid capture and recovery methods to properly resolve the street impact. With regards to the customer's vehicle, VVS paid to have mobile detail service professionally clean the car.

Review Determination: Non-Compliant Though the number of incidents and VVS efforts to ultimately resolve each issue were very good, driver negligence, and no company plan or staff training were non-compliant with the Agreement.

Rating – Substandard. Failure to have a Stormwater Pollution Prevention Plan and related training in place, prior to the two prohibited discharge incidents, were contributory factors in the driver negligence. While VVS subsequently took steps to improve management, developed a SWPPP plan and instituted training, and has avoided such incidents since that time, for the review period they failed to meet industry standards.

5) Hours of Operation

Sec. 7.01 – Original Agreement

Establishes hours of operation as 5am to 6pm from commercial premises and 7am to 6pm for residential premises. Our review of records found no violations.

Review Determination: Compliant

Rating – Industry Standard. No violations found.

6) Route Change Approval Requirements

Sec. 7.02 – Original Agreement

Establishes routing approval requirements and that any changes be submitted with writing 60-days prior.

VVS used Route Smart software to improve route efficiencies in 2023. However, these changes did not result in a collection-day change for any customer, thus were not considered "changes" that would necessitate City notification. The reviewer agrees with this determination.

Review Determination: Compliant

Rating – Industry Standard.

7) Collection Service Standards

Sec. 7.03 – Original Agreement

Establishes all service standards for franchise collections. Our review found all new services (including start of service within 5 business days) to have been rolled-out to customers with proper education provided, and technical assistance by VVS staff available when requested. Our review established a high level of competence with regards to collection of containers. The table in Item 1 of this review area quantifies missed collections for each year of the review period. As discussed, the 2022 figure (816), and the first nine-months of 2023 (586 for the year) include set-out issues and overloaded containers, therefore these numbers are inflated. Out of the approximately 2,000,000 container collections VVS makes from franchised customers each year (residential and commercial), the 454 missed pick-ups in

2024 (0.0227%) are considered to meet industry standards. While there is no published rate for missed containers, our experience in performing these reviews found missed container collection running at closer to 600 missed collections per 2,000,000 (0.03%).

In each instance, missed pick-ups were either resolved by VVS on the collection day or the following day. We also found that common issues like vehicle breakdowns or drivers out with illness did not prevent all collections from being made upon the scheduled service day, excepting isolated missed pick-ups that were resolved as required when VVS was notified.

Section 7.03.6 requires no-commingling of source separated material collections without prior written approval of the City, which was an issue during a 4 to 6-month period during calendar year 2023. In early 2023, due to a complaint call, the City learned that collections in the Ovation at Floral Park gated residential community had commingled collection of source-separated recyclables and trash. The resulting investigation determined that this commingled collection did occur for a four to six-month period. It was also found that VVS was asked by community management to perform these commingled collections to reduce truck traffic impacts on community-maintained roads. In addition, VVS made no effort to hide this activity and cooperated fully with the City's investigation.

Ultimately it was determined the City had the right to impose a liquidated damages penalty of $6,000 for VVS performing commingled collection without prior written approval of the City, regardless of the reason. However, the City Manager resolved that the penalty would be held in abeyance since it was done in response to a customer request and VVS still maintained a citywide 65% diversion rate. VVS also committed to purchasing a special collection vehicle that can co-collect and keep separate both source-separated recyclables and trash collections in the same vehicle, performing a single collection pass through the Ovation at Floral Park community. This new vehicle was purchased and put into service during the 4th Quarter of 2023 (Truck # 497 – shown in a table in Area 8 below).

There were a few instances of non-collection of containers tracked and reported by VVS. All were found to be due to customers not complying with program instructions and were compliant with Agreement terms. VVS developed and utilized non-collection notices that were also found to be compliant.

We chose to examine collection details covering all of calendar year 2024 in our review. The table below summarizes this review process:

CLASSIFICATION CUTOFF	Overweight Threshold (tons):	12.5			
OVERALL SUMMARY					
METRIC	**VALUE**				
Unique Loads	4710				
Total Tons (all records)	33,643.27				
LOAD BIN SUMMARY (unique tickets, summed units)					
LOAD BIN	**LOAD COUNT**	**% LOADS**	**TOTAL TONS**	**AVG TONS**	**MAX TONS**
Under 12.5	4421	***93.86%***	29754.70	6.73	12.49
Overweight (12.5+)	289	***6.14%***	3888.57	13.46	18.19
TOTAL	**4710**	***100.00%***	**33643.27**	**7.14**	**18.19**

Collection weights for 2024 (7.14 ton average) and the 6.14% overweight load occurrence (289 loads out of 4,710) were within industry standards. Overweight loads averaged less than one-ton over the limit, with individual route outliers (heaviest weights) in the 14 to 15 ton range. The occurrence of overweight loads is typical and is a result of route efficiency efforts to save resources (fuel and labor). While use of

route efficiency software also attempts to minimize overweight loads, weight variances due to rainy days or when container set-outs and/or container weights are above average cannot be fully resolved and still provide efficient routes. Again, the data falls within Industry Standards and is typical.

Where VVS is well above average is with their on-time collection rates. Their 99.65% performance rate is considered exceptional, as is their record of completing all collections on the service day, regardless of vehicle issues or driver absences.

Review Determination: Compliant Resolved commingling issue in 2023 by purchasing new vehicle. Collection metrics are above industry standards for on-time collection and completion of routes on scheduled service day. They meet industry standards with regards to load weights/overweight loads.

Rating – Above Average.

8) Fleet Standards, Maintenance & Safety

Sec. 7.05 – Original Agreement

Section 7.05 establishes various collection fleet and reporting requirements, including that specific vehicle age, maintenance, and emission standards. Section 7.05.1 requires "as-new" vehicles, with none over 10-years of age unless it is a rebuilt vehicle. Vehicles must also be CNG and meet noise standards and VVS must provide an annual vehicle inventory (7.05.3). All vehicles must display required information and signage (7.05.2).

VVS was found to have provided the City with a listing of its service fleet annually (7.05.3), as part of its annual report. All vehicles are washed weekly (at minimum) to comply with Section 7.05.4 of the Agreement.

Vehicle compliance with 7.05.1 and other requirements are shown in the table below:

ROUTE	TRUCK	YEAR	MAKE	MODEL	FUEL	PAINT DATE	BODY TYPE	COMMODITY	DAYS OF SERVICE
CY01	4003	2022	CRANE	LOW ENTRY	CNG	N/A	ASL	TRASH	EVERYDAY
CY02	4000	2022	CRANE	LOW ENTRY	CNG	N/A	ASL	TRASH	EVERYDAY
CY03	498	2022	CRANE	LOW ENTRY	CNG	N/A	ASL	TRASH	EVERYDAY
CY4/10	497	2022	CRANE	LOW ENTRY	CNG	N/A	MSL SB	TRSH AND RECY	MON & THUR
CY08	4002	2022	CRANE	LOW ENTRY	CNG	N/A	ASL	RECYCLE	EVERYDAY
CY09	452	2016	PTRBL	320	CNG	4/5/20	ASL	RECYCLE	EVERYDAY
CY11	451	2016	PTRBL	320	CNG	6/5/20	ASL	RECYCLE	EVERYDAY
CY12	4001	2022	CRANE	LOW ENTRY	CNG	N/A	ASL	GREEN WASTE	EVERYDAY
CY13	499	2023	CRANE	LOW ENTRY	CNG	N/A	ASL	GREEN WASTE	TUES - FRI
CY20	242	2019	PTRBL	520	CNG	3/2/23	FEL	BULKY	WEDNESDAY
C030	238	2019	PTRBL	520	CNG	6/2/23	FEL	TRASH	EVERYDAY
C031/C035	234	2016	PTRBL	320	CNG	9/3/19	FEL	C031-TRSH/C035-RECY	RECY TUE &THUR
C032	242	2019	PTRBL	520	CNG	8/29/25	FEL	TRASH	EVERYDAY
C034	232	2016	PTRBL	320	CNG	11/2/19	FEL	TRASH	MONDAY ONLY
CYPRKS	1003	2018	ISUZU	W4500	DIESEL	6/8/22	BIN DEL	PARKS	EVERYDAY
OR03	269	2018	PTRBL	320	CNG	3/1/23	FEL	ORGANICS	EVERYDAY

As shown, a total of seven (7) new vehicles were put into service in 2022 and 2023, replacing vehicles before they exceeded the 10-year maximum-age limitation. This included the split-container collection vehicle (497) purchased to service the Ovation at Floral Park community. VVS provided documentation showing these vehicles all meet noise emission standards.

Section 7.05.6 requires vehicles to be repainted every 5-years or within 30-days of the City's determination that appearance warrants re-painting. Compliance with vehicle painting is noted in the table above, and pictures of each collection vehicle were provided along with this report. In general, we find the VVS fleet to be in excellent condition, with vehicle appearance to be excellent without qualifier.

Section 7.05.7 requires safe vehicle operation that meets all Federal, State, and local laws, including no loading of vehicles above Federal, State, and local limitations or weight restrictions. Collection vehicles must be certified (7.05.8), inspected (7.05.9), and notify the City if any vehicle fails and inspection (7.05.10). 7.05.10 also requires VVS to submit a safety and compliance report upon request by the City.

VVS presented the full suite of maintenance logs, check-out/check-in procedures, terminal inspections, and driver training records, which show they meet all industry standards.

Our review included California Highway Patrol assessments which found VVS to have no instances of unsafe driving, vehicle maintenance to be in the top 10% of the industry, no drug and alcohol testing violations, and a high degree of driver fitness (less than 5 instances of driver inspections with violations). In addition, the service terminal operated by VVS meets or exceeds all operational standards and is in compliance with all statutes and regulations. Our review found California Air Resources Board (CARB) documentation showing all vehicles meet clean-air emission standards.

Collections considered "overweight" become a safety issue when they are 2 or 3 tons over the manufacturer's certification. Most collection vehicles used in the Cypress franchise are tandem axle, which increases the manufacturer's "certification" up to 17 tons (single axle vehicles are 10 tons, with 80,000 pounds as the maximum gross vehicle weight. We found no instances of collections resulting in unsafe conditions. However, as noted in Item 7 above, overweight loads (with respect to regulations, not vehicle capabilities) did occur at a 6.14% rate, so VVS was non-compliant in part of Section 7.05.7 of the Agreement. We do consider overweight loads to be typical and we do not consider them problematic if they occur less than 10% of the time. Anything below 5% we consider excellent.

Accidents

An examination of records further established that two vehicles and one property accident occurred in 2022. One vehicle accident was found to be the fault of the other vehicle (vehicle attempted to pass collection vehicle who maneuvered to avoid a container in the right-of-way). The other was the VVS driver's fault, as a parked vehicle was scraped while the collection vehicle was backing up. Similarly, property damage occurred when a collection vehicle scraped the top of a building.

In 2023, two vehicle related accidents occurred. One was VVS' fault (collection truck reversing hit a vehicle behind them), while the other was a vehicle crashing into a stopped collection vehicle. A single property related incident occurred when a VVS container, placed in the public right-of-way by a customer, was struck by a moving vehicle. VVS was not on the scene at the time.

In 2024, there were four vehicle related accidents, with two being VVS's fault. Both included minor collisions with parked vehicles during turns. Three property related incidents all involved the moving of collection containers striking nearby objects.

Regarding accidents, we find their frequency and type to be in line with industry standards. For calendar year 2025 (immediately after the review period) VVS had an insurance modification factor for "accidents" of 0.99%, with 1.00% being industry standard.

Review Determination: Compliant Overall VVS collection fleet is well above industry standard in terms of age, condition, and performance. All VVS vehicles are equipped with state-of-the-art technology, which includes SoftPak software, MobilPak tablets, and 3rd Eye technology to evaluate driver and route performance. RouteSmart software is employed to optimize collection efficiency. We should note that non-compliance with overweight loads was found. However, their occurrence was seen as industry standard and a byproduct of route efficiency software. With regards to performance and safety, we found VVS' 100 stops per-hour for residential collections and 13 stops per-hour for commercial collections to be well within industry standards and their 99.65% on-time collection metric well above average. Safety impacts of overweight loads were negligible as loads did not exceed manufacturer specifications. Maintenance and safety protocols were very good, as was VVS policy of completing all routes on the scheduled service day. Insurance risk rating was maintained at industry standard, so driver safety is also meeting this standard.

Rating – Above Average Despite overweight load non-compliance, performance metrics and fleet condition bring our overall rating above industry standard.

9) Container Standards & SB 1383 Compliance

Sec. 7.06, 18.01, 18.06.1(b)

These sections establish container requirements, which were expanded by SB 1383, with new requirements and covered under the 4th Amendment. 18.01 added the provision of "kitchen caddies" to all single-family residential customers, to aid in food waste recycling (covered previously in this report). 18.06.1(b) added the stipulation that container signage would be SB 1383 compliant.

Cart and size designations (96-gallon-standard, with 32 and 64 gallons optional) were established in 7.06.1 and VVS is complying. Colors, labeling, and the replacement of carts is also covered in this Section. Section 18.06.1 (b) added the requirements that signage be SB 1383 compliant.

Container colors currently meet 2036 requirements and are well ahead of the industry standard.



Containers have hot-stamped lids that provide SB 1383 required information as well.

A random survey of containers found them to be in good condition, with color-coded lids and adhesive signage that meets SB 1383 requirements.

Many franchise service containers are now approaching their replacement date, as 12 to 15 years is the typical service life for plastic carts. Metal containers do experience rust issues, but more often fading paint or peeling signage lead to requests for their repair/replacement on a more frequent basis. Our

review of records show 495 containers were replaced in 2022, 124 in 2023, and 724 in 2024. A deeper dive into calendar year 2024 records found 63 commercial containers, split between 32 carts and 31 bins. An additional 10 recurring roll-off containers were replaced due to wear or damage. The remaining 651 instances were residential cart replacements primarily due to excessive wear (cracks, lid or wheel issues). This spike in replacements at the 11-year mark shows VVS is responding to resident requests well, and they are keeping on top of the expected attrition rate of carts. Bin and roll-off replacements show they are rotating and refreshing these containers at or above industry standard levels.

Review Determination: Compliant Our review found all recurring collection containers to compliant with SB 1383, kept in good working condition and appearance, and repaired/replaced on a schedule commensurate with industry standards.

Rating – Above Average Container compliance and rotation/replacement is above industry standard.

10) Annual & Quarterly Reporting

Sec. 10.05 – Original Agreement

VVS is required to submit annual reports detailing all areas of franchise activity. They are also required to submit quarterly reports on their collection programs, facilities used, tonnage diverted and disposed, route reviews for contamination, and other program information as directed by the City.

We have assisted the City in receiving and reviewing all VVS quarterly reports since 2022, including all such reporting during the 2022-2024 review period. We have found them to be extremely accommodating in this regard, first by providing all requested reports on a new Excel form in 2022, then transitioning reporting to an online format with multiple forms and additional data uploading requirements. All requests have been met with cooperation and proficiency, so we would rate VVS quarterly reporting as excellent.

Annual reporting was found to be compliant with Agreement terms. However, as discussed elsewhere herein, we believe the City should require additional and/or revised reports to incorporate our more in-depth review process into annual reports.

Review Determination: Compliant

Rating – Above Average Reports meet industry standard. VVS willingness to expand reporting and incorporate use of new formats and tools is well above average.

Section 5 – Findings & Recommendations

Our three-year franchise performance review (calendar years 2022 through 2024) of VVS evaluated 44 specific areas of required compliance across three review categories: Financial, Compliance Programs & Waste Diversion, and Operations. Of those 44 items, 40 were found to be fully Compliant and four were found to be non-compliant. Presented below is a summary of findings by review category, followed by specific recommendations for the City's consideration.

Financial Review

Of the 21 items reviewed under the Financial category, 19 were found to be Compliant and two were found to be non-compliant. The overall financial picture for VVS in Cypress is positive: rate calculations were accurate, billing systems are well-managed, required payments to the City were largely made in full, and VVS maintains insurance, bonding, and record-keeping that meets or exceeds Agreement requirements. Notably, VVS demonstrated an above-average level of financial commitment to the franchise through voluntary cost-absorptions (including a one-year lag in passing through disposal fee increases to ratepayers) and an exceptional multi-family recycling program that is unique in Southern California.

Non-Compliant findings in this category were:

6) Universal Waste Collection – Non-Compliant | Above Average - VVS performed collections but maintained no records to substantiate compliance. Upon notification VVS immediately instituted a collection log and agreed to report annually.

14) City Compliance & Monitoring Fee (1.5%) – Non-Compliant | Industry Standard - An under-billing of $11,611.91 was identified over the three-year review period ($4,944.01 in 2022; $5,390.17 in 2023; $1,277.73 in 2024). The error rate declined significantly each year. VVS owes the City the identified amount, and the City may assess a 10% annual penalty per Section 8.09.

Notable above-average and exceptional financial findings included:

1) Rate Adjustment Process – Compliant | Above Average - VVS consistently absorbed one year of disposal fee increases rather than pass them through to ratepayers, a practice not seen in comparable franchise agreements.

3) Multi-Family Recycling Carts – Compliant | Exceptional - VVS is the only hauler in Southern California legally able to provide a 2-container mixed waste program to multi-family residents. 106 of 131 properties (81%) benefit from this service at no additional charge.

13) Commercial & Multi-Family Billing Audits – Compliant | Above Average - VVS performs billing audits monthly, substantially exceeding the Agreement's requirement of three audits over nine years.

With respect to VVS's financial ability to perform, our review of internal financial records established EBITDA in the range of 17-19% during the review period, slightly below the California industry benchmark of 20-30%. However, when adjusted for the approximately $300,000 per year in disposal cost revenue VVS foregoes due to their one-year lag in rate adjustments, their effective EBITDA rises to approximately 22%. We consider VVS financially able to sustain all required operations and Agreement compliance for the remainder of the franchise term.

Compliance Programs & Waste Diversion Review

Of the 13 items reviewed under this category, 12 were found to be Compliant and one was found to be non-compliant. VVS's compliance with State-mandated diversion programs is a significant strength of this franchise. The City of Cypress benefits from a hauler that operates the only High Diversion Organic Waste

Processing Facility designation in Southern California, which is a competitive advantage that gives the City full SB 1383 organic waste capacity and supports above-average diversion rates across all program types. Three items in this category earned an Exceptional rating, the highest available in our review framework.

Non-Compliant findings in this category:

4) Construction & Demolition Diversion – Non-Compliant | Industry Standard - VVS fell short of the franchise-required 75% C&D diversion rate in each year of the review period. Achieved rates were approximately 71–73%, which exceeds the State's 65% standard but does not meet the more stringent Agreement requirement. VVS should work with Grand Central Recycling to identify processing improvements that can close this gap.

Exceptional findings in this category:

1) Commercial A/B Route Processing – Compliant | Exceptional - An average of 83% of commercial waste collections were processed rather than direct-hauled to landfill, reaching 91% (with 52% diverted) in 2024. This level of commercial processing is exceptional; most updated agreements now permit all trash to go directly to landfill.

5) Organic Waste Recycling Program – Compliant | Exceptional - VVS provides full SB 1383-compliant organic waste capacity through their Grand Central facility. 100% program compliance was achieved for commercial generators by 2023.

10) New Organics Processing Facility – Compliant | Exceptional - Grand Central Recycling achieved Southern California's first High Diversion Organic Waste Processing Facility designation, completing the milestone one year ahead of the Agreement schedule.

CalRecycle's AB 939 compliance measurement formula found the City of Cypress to be compliant with the 50% diversion mandate in each year of the review period. VVS achieved combined diversion (including verified third-party recycling) of 72.71% (2022), 52.50% (2023), and 59.22% (2024), with the 2022-to-2023 decrease attributable to a reduction in third-party recycling volumes primarily from the Los Alamitos Racetrack, and were not due to a reduction in VVS program performance.

Operations Review

Of the 10 items reviewed under the Operations category, nine were found to be compliant and one was found to be non-compliant. VVS demonstrates a well-managed and professional operation. Collection performance metrics, including a 99.65% on-time collection rate and a missed pick-up rate of 0.0227% (approximately one-third better than the industry standard of 0.03%) are standout results. Fleet condition, maintenance protocols, and safety records all reflect a hauler that takes operational excellence seriously. Customer service metrics are at or above industry standard, and VVS has been an accommodating partner in transitioning to expanded quarterly reporting formats.

Non-Compliant findings in this category:

4) NPDES Best Practices & Spillage Standards – Non-Compliant | Substandard - Two prohibited discharge incidents occurred in 2023 involving leakage from a collection vehicle into a storm drain inlet. VVS did not have a Stormwater Pollution Prevention Plan or formal staff training program in place at the time. Following the incidents, VVS developed and implemented a SWPPP, confirmed with Orange County Sanitation District, and reassigned the driver involved. No further incidents occurred during the review period. The non-compliance was attributable to the absence of a preventive program rather than willful violation.

Above-average findings in Operations included:

7) Collection Service Standards – Compliant | Above Average -99.65% on-time collection rate; all missed pick-ups resolved same day or next business day; routes completed on scheduled service day regardless of vehicle or staffing issues.

8) Fleet Standards, Maintenance & Safety – Compliant | Above Average - CHP assessment placed VVS vehicle maintenance in the top 10% of the industry. Fleet equipped with SoftPak, MobilPak, and 3rd Eye technology. No drug/alcohol violations. Insurance modification factor held at 0.99% (industry standard: 1.00%).

9) Container Standards & SB 1383 Compliance – Compliant | Above Average - Containers meet 2036 SB 1383 color requirements well ahead of schedule. Replacement rate (724 containers in 2024) reflects proactive management of aging stock.

Recommendations

Based upon our review findings, CityGreen Consulting offers the following recommendations for the City's consideration:

1. Resolve 1.5% Fee Underpayment. Direct VVS to remit the identified $11,611.91 in underpaid City Compliance and Monitoring Fees. Consistent with Section 8.09, the City may also assess a 10% annual penalty on the finding. The City may wish to weigh VVS's approximately $34,000 per year in absorbed billing cost increases (resulting from the City's December 2022 transition to monthly customer billing) as a mitigating factor when determining the penalty amount.

2. Strengthen Universal Waste Recordkeeping. Confirm that VVS has fully implemented the collection log procedure agreed upon during this review. Require that Universal Waste collection data be included in the annual report going forward, including collection dates, customer types, and item counts.

3. Address C&D Diversion Gap. Engage VVS and Grand Central Recycling in a discussion aimed at improving construction and demolition diversion from the current 71–73% range to the franchise-required 75% minimum. Consider whether a cure period or compliance plan is appropriate.

4. Confirm SWPPP Implementation and Ongoing Compliance. Verify that VVS's Stormwater Pollution Prevention Plan remains active and that all drivers receive annual training. Request the City's Contract Officer be provided a copy of the current SWPPP and training logs as part of the next annual report.

5. Improve Annual Financial Reporting Format. Require VVS to restructure their annual financial report to segregate City-billed residential revenue (via Golden State Water) from VVS-billed residential revenue, and to align billing and receipts presentations in consistent categories (Commercial, Roll-Off, Residential). This will enable routine reconciliation of gross receipts and franchise fees without requiring a full audit.

6. Mandate Annual Bulky Item Collection Report. Require VVS to include in each annual report a residential-only bulky item collection log, confirming that no residential accounts were charged for collections within their two-item annual allowance. This will eliminate the need for a record-by-record audit of individual work orders in future reviews.

7. Clarify Community Event Requirements. Formally clarify with VVS whether community clean-up curbside events now qualify under the Section 4.08 community event provision. Establish a tentative annual events list by no later than February 1 each year to ensure VVS can staff and schedule booths appropriately.

8. Explore SB 1383 Mandatory Procurement Opportunities. Schedule a meeting with VVS to identify qualifying SB 1383 mandatory procurement purchases that would provide credit toward the City's

procurement obligations. The City should engage in discussions with VVS regarding hauler-assisted procurement credits, as is now standard in most updated California franchise agreements.

9. Commission Organic Waste Generation Study. Direct VVS to perform a waste characterization study focused on organic waste generation per resident. If the City generates below 0.8 tons per resident per year, it may qualify for a reduced SB 1383 procurement obligation – a reduction that some California jurisdictions have achieved by more than 50%.

10. Improve Customer Survey Methodology. For the Year 10 customer satisfaction survey (and any subsequent surveys), require VVS to use a billing insert with QR code to maximize response rates, rather than relying on event-attendance distribution. A statistically meaningful sample will provide more defensible data for future contract negotiations.

11. Establish Annual VVS Reporting Session. Consistent with the level of detail compiled in this review, the City should schedule an annual meeting with VVS to review the prior year's performance metrics, confirm delivery of all required reports, and address any emerging compliance questions before they become issues requiring formal findings.

Overall Assessment

CityGreen Consulting rates the overall performance of Valley Vista Services as **Good to Very Good** when measured against California industry standards for franchise hauler compliance. Of the 44 items reviewed, 91% were fully compliant, and the four non-compliant findings were either curable through payment or remediation (Universal Waste recordkeeping, 1.5% Fee under-billing), subject to ongoing monitoring (C&D diversion), or already substantially resolved through corrective action taken during the review period (NPDES/SWPPP).

VVS's most significant strengths are their waste diversion infrastructure, collection performance, and their approach to above-and-beyond service. The City of Cypress benefits from a hauler whose Grand Central Recycling facility is the most advanced organic waste processor in Southern California, and whose collection metrics rank in the top tier of comparable jurisdictions reviewed by this firm. The above-average ratings assigned across Financial, Compliance, and Operations categories - and the three Exceptional ratings earned in the Compliance section reflect a hauler that takes its franchise obligations seriously and consistently performs at a level that provides real value to Cypress ratepayers.

The areas identified for improvement are addressable. The recommendations above are intended to help the City obtain full resolution of outstanding financial findings, strengthen reporting and monitoring practices for the remaining franchise term, and identify opportunities where the Agreement could be updated to better reflect current industry standards, particularly with respect to SB 1383 procurement assistance and community event coordination.

AMENDMENT NO. 5
TO EXCLUSIVE FRANCHISE AGREEMENT FOR THE PROVISION OF SOLID WASTE & RECYCLING SERVICES

THIS AMENDMENT NO. 5 ("**Amendment No. 5**") by and between the **CITY OF CYPRESS**, a California municipal corporation and charter city ("**City**") and **VALLEY VISTA SERVICES, INC**., a California corporation, doing business as Valley Vista Services of Orange County ("**Collector**") is effective as of July 14, 2026 ("**Effective Date**").

RECITALS

A. City granted to Collector an exclusive solid waste and recycling franchise by entering into that certain Exclusive Franchise Agreement for the Provision of Solid Waste & Recycling Services dated September 22, 2014 ("**Agreement**"), wherein Collector agreed to provide solid waste and recycling collection services to City residents and businesses.

B. The original term of the Agreement was from July 1, 2015, to June 30, 2025. The Agreement has been previously amended four times, including Amendment No. 2 dated August 28, 2017; Amendment No. 3 dated July 12, 2021; and Amendment No. 4 dated November 22, 2021. Amendment No. 2 extended the term of the Agreement to June 30, 2027, and Amendment No. 4 ultimately extended the term of the Agreement to June 30, 2036.

D. City and Collector wish to further amend the Agreement, as amended, to update language to reflect the new Waste Infrastructure System Enterprise ("WISE") Agreement between the City of Cypress and Orange County Waste & Recycling and to revise the terms and scope of services provided to residents.

TERMS

1. Recitals. The recitals set forth above are incorporated herein by this reference.

2. Contract Changes. The Agreement is amended as follows:

2.1 Revisions to Article 4. Article 4, entitled "Collection Services," shall be modified as follows (~~**bold strikethrough**~~ represents deleted language while ***bold underlined italics*** represents added language):

ARTICLE 4. COLLECTION SERVICES

"4.05.1 Residential and Multi-Family Premises On-Call Bulky Waste & E-Waste Collection

The Collector shall provide Bulky Waste and Electronic Waste Collection Service to all Customers at Residential and Multi-Family Premises in the Service Area whose Bulky Waste have been placed within three (3) feet of the curb, swale, paved surface of the public roadway, closest accessible

roadway, or other such location agreed to by the Collector and Customer, that will provide safe and efficient accessibility to the Collector's Collection crew and vehicle.

Single-Family Residential Customers will be instructed to provide Collector with a minimum of forty-eight (48) hours' notice of the need for Bulky Waste Collection Service, which shall take place on the Customer's regular Collection day.

Customers at ***Single-Family*** Residential ~~**and Multi-Family**~~ Premises are entitled to ***four (4) pickups per calendar year and limited to up to ten (10) bulky items per pickup.*** ~~**set out a total of two (2) items per year in any combination of collection days and number of items per year per Premises at no additional charge. For example, Customers may set out two (2) items for a single collection, or one (1) item on two (2) separate collection days.**~~

Multi-Family Premises shall be entitled to a maximum of four (4) bulky item collection events per calendar year for the Premises as a whole. For each scheduled collection event, each unit within the Premises may dispose of up to four (4) bulky items. The property owner, property manager, and/or authorized representative for the Premises shall coordinate directly with Collector for the scheduling of collection events and shall contact Collector at least fourteen (14) calendar days prior to the desired collection date. Collector shall not be required to provide more than four (4) collection events annually to any individual Multi-Family Premises. The date, time, and location of each collection event shall be mutually agreed upon between Collector and the property owner, manager, or authorized representative.

For calendar year 2026, following the effective date of this Amendment, Single Family Residential Premises and Multi-Family Premises shall be entitled to a maximum of two (2) bulky item pickups following the effective date of this Amendment. Beginning January 1, 2027, customers shall be entitled to four (4) pickups per calendar year.

For any collection of Bulky Waste beyond the ***services provided in this Agreement,*** ~~**minimum of two (2) items per year,**~~ Collector shall provide Bulky Waste Pickup service to Customers at Residential and Multi-Family Premises in accordance with rates set forth in Exhibit 1 or as may be adjusted under the terms of this Agreement.

4.06.1 Household Hazardous Waste Collection from Residential and Multi-Family Premises

Collector will provide, either directly, or through a City-approved subcontractor, ***one (1)*** ~~two (2),~~ annual citywide Household Hazardous Waste Collection Events at no additional charge. Electronic Waste will be accepted at each annual citywide Household Hazardous Waste Collection events at no additional charge. ~~**The dates and locations of the Events will be coordinated with Cypress City Staff.**~~ Customers from Residential and Multi-Family Premises will be allowed to drop off unlimited items at the ~~**two**~~ event~~**s**~~ and the acceptable times will include, at a minimum the items listed on the following page. ***The City and Collector shall endeavor to mutually agree upon the date and location for the Household Hazardous Waste event no later than the end of February of each year.***

4.08.4 Citywide Free Disposal Day Events

Collector shall provide two (2) Citywide Curbside Cleanup Events per calendar year for all residential customers within the City. Customers shall be permitted to place unlimited bulky items curbside for collection and disposal or recycling by Collector. Collector may phase collections by regular collection service days to facilitate the efficient and orderly completion of the event, upon approval of the City.

On four (4) **separate** ~~**Two**~~ days annually, ***at the discretion of the City,*** Collector shall provide Cypress residents with the opportunity to deliver any and all Solid Waste for the purpose of disposal or recycling. This will involve the staging of no less than four (4), 40 cubic yard open top roll-offs to collect the unwanted materials. The dates and locations of the Events will be coordinated with Cypress City Staff.

The City and Collector shall endeavor to mutually agree upon the date and location for the Citywide Free Disposal Day events for the remainder of the calendar year by the end of February of each year."

2.2 Revisions to Article 6. Article 6, entitled "Other Services," shall be modified as follows (~~**bold strikethrough**~~ represents deleted language while ***bold underlined italics*** represents added language):

ARTICLE 6. OTHER SERVICES

"6.03.1 Implementation and Ongoing Education Services

- **Annual Newsletter –** ***For calendar year 2026, and within 60 days of the effective date of this Amendment, Collector shall prepare and distribute to each Customer a brochure or newsletter describing new or modified services established by Amendment No. 5. The newsletter shall***

be subject to City review and approval prior to distribution and shall be provided at no additional cost to the City."

2.3 Revisions to Article 7. Article 7, entitled "Requirements for Operations, Equipment and Personnel," shall be modified as follows (**~~bold strikethrough~~** represents deleted language while ***bold underlined italics*** represents added language):

ARTICLE 7. REQUIREMENTS FOR OPERATIONS, EQUIPMENT AND PERSONNEL

"7.04.1 Local Office

Collector shall establish a local office within ***a fifteen (15) mile radius of the*** City boundaries to provide customer services such as, but not limited to: bill payment; scheduling of services including on -call bulky waste collection, extra pick -ups and temporary bin service; service initiations, changes or cancellations; and, the documentation and resolution of complaints.

The Collector's local office shall be open from 8: 00 a. m. to 5:00 p.m., Monday through Friday, and Saturdays from 8: 00 a. m. to noon."

2.4 Revisions to Article 9. Article 9, entitled "Charges and Rates," shall be modified as follows (**~~bold strikethrough~~** represents deleted language while ***bold underlined italics*** represents added language):

ARTICLE 9. CHARGES AND RATES

"9.02.1 Cost Component and Rate Adjustment Indexes

The approved rates consist of the following cost components, followed by the initial weightings of each component. Each cost component may be adjusted by the change in the corresponding index as provided below. See Section 9.02.2 for detailed rate adjustment procedures.

		% of Costs (1)			Rate Adjustment Index	Starting Index
	Cost Component	Residential	Commercial	Roll-Offs		

A.	Collection	46%	80%	100%	Consumer Price Index - All Urban Consumers, All items – Los Angeles – Riverside – Orange County, CA capped at 3.5% plus 85% of any increase in CPI above 3.5%.(2)	The CPI index is ~~**281.347**~~ ***348.361***.
B.	Disposal	37%	20%	100%	Actual change at Orange County Landfills as per ~~**waste disposal agreement**~~ ***Waste Infrastructure System Enterprise (WISE) Agreement*** with City of Cypress.	The index is ~~**$35.67**~~ ***$67.00***.
C.	Green Waste	17%	20%	n/a	Consumer Price Index – All Urban Consumers, All items – Los Angeles – Riverside – Orange County, CA capped at 5% plus 85% of any increase in CPI above 5%.(3)	The CPI index is ~~**281.347**~~ ***348.361***.
D.	Other Service (including MRF Service)	n/a	n/a	100%	Consumer Price Index - All Urban Consumers, All items – Los Angeles – Riverside – Orange County, CA capped at 3.5% plus 85% of any increase in CPI above 3.5%.(2)	The CPI index is ~~**281.347**~~ ***348.361***.

(1) Weightings may be adjusted for the rate adjustment following, and based upon results from each audit per Section 8.04.1.

(2) For example, if the published annual CPI for the region is 6.2%, Collector could request the full 3.5% and 85% of the difference, as shown in the following table:

Published Regional CPI	6.2%
Franchise Cap	3.5%
Difference (6.2% - 3.5%)	2.7%
85% of Difference	2.295%
TOTAL CPI (3.5% + 2.295%)	5.795%

(3) For example, if the published annual CPI for the region is 6.2%, Collector could request the full 5% and 85% of the difference, as shown in the following table:

Published Regional CPI	6.2%
Franchise Cap	5%
Difference (6.2% - 5%)	1.2%
85% of Difference	1.02%
TOTAL CPI (5% + 1.02%)	6.02%

9.02.2 Rate Adjustment for Residential Services and Commercial Refuse Services

Residential Cart rates and Commercial Bin and Cart rates will be adjusted using the same method, but will be calculated separately due to the differences in the weightings of the Collection and Disposal components for each Customer type, as listed in Section 9.02.1.

Step One – Calculate the percentage increase or decrease in Collection, Disposal, and Green Waste Component indices listed in Section 9.02.1. The increase or decrease in the Collection Component index and Green Waste Component index will be based on the twelve (12) month period ending February prior to the July 1 when the rate change will take effect.

The Disposal index will be based on the actual percentage change in the gate rates at Orange County Landfills as per the ~~**then-existing waste disposal agreement**~~ ***Waste Infrastructure System Enterprise (WISE) Agreement*** with the City of Cypress for the twelve (12) month period ending June 30 prior to the July 1 when the rate change will take effect.

The percentage increase for the Collection Component Index shall not exceed 3.5% plus 85% of any increase in CPI above 3.5% for any Rate Year (see chart in Section 9.02.1). The percentage increase for the Green Waste Component index shall not exceed 5% plus 85% of any increase in CPI above 5% for any Rate Year (see chart in Section 9.02.1).

Step Two –Cost components are weighted as listed in Section 9.02.1. For subsequent rate adjustments, the relative weightings of the Collection and Disposal cost components will be determined by the most recent audit conducted per Section 8.04.1.

Multiply the percentage changes for the Collection and Disposal cost components, as determined in Step One, by that component's weighting as a percentage of total cost.

Step Three – Multiply the weighted permitted percent change from Step Two by the existing maximum Residential Cart, Commercial Bin and Carts Services rates to determine the increase or decrease in maximum rates. Then add (subtract) the change in rates to (from) the existing maximum rates to determine the new maximum rates. See Exhibits 2A and 2B for examples of rate adjustments procedures.

9.02.3 Rate Adjustment for Roll-Off Box & Other Services

Roll-off box rates and Other Services rate adjustments will be calculated separately for the Collection (Pull), Disposal, and MRF Service Component, as listed in Section 9.02.1.

Step One – Calculate the percentage increase or decrease in Collection and Disposal Component indices listed in Section 9.02.1. The increase or decrease in the Collection and MRF Service Component index will be based on the twelve (12) month period ending February prior to the July 1 when the rate change will take effect.

The Disposal index will be based on the actual percentage change in the gate rates at Orange County Landfills as per the ~~**then-existing waste disposal agreement**~~ ***Waste Infrastructure System Enterprise (WISE) Agreement*** with the City of Cypress for the twelve (12) month period ending June 30 prior to the July 1 when the rate change will take effect. The percentage increase for the Collection and MRF Service Component Indices shall not exceed 3.5% plus 85% of any increase in CPI above 3.5% for any Rate Year (see chart in Section 9.02.1).

Step Two –Cost components are weighted as listed in Section 9.02.1. For subsequent rate adjustments, the relative weightings of the Collection and Disposal cost components will be determined by the most recent audit conducted per Section 8.04.1.

Multiply the percentage changes for the Collection, MRF Service and Disposal cost components, as determined in Step One, by that component's weighting as a percentage of total cost.

Step Three – Multiply the weighted permitted percent change from Step Two by the existing maximum roll-off pull rate, roll-off per ton disposal, roll-off per ton C&D Processing, and other rates. Then add (subtract) the change in rates to (from) the existing maximum rates to determine the new maximum rates. See Exhibits 2C for examples of rate adjustments procedures."

2.5 Revisions to Exhibit 1. Exhibit 1 shall be modified as follows (~~**bold strikethrough**~~ represents deleted language while ***bold underlined italics*** represents added language):

RESIDENTIAL SECTOR SERVICES

SERVICE CATEGORIES & FEES	MAXIMUM RATES	
RESIDENTIAL CART SERVICE – One each of 96-gallon capacity: refuse, recycling, and green waste carts – weekly collection; billing provided by City billing Agent.	31.05	Per Month
Additional Refuse Cart(s) – Each.	9.16	Per Month
Addiutional Green Waste Cart(s) – Each after first 2.	45.86	Per Month
First Additional Green Waste Cart and All Additional Recycling Carts will be free of charge.	No Charge	
Cart Delivery (addition, removal or exchange) beyond two (2) per type of customer.	45.86	Per Trip
Cart Replacement Due to Customer Damage.	91.67	Per Event
On-Call Bulky Waste / E-Waste (Up to ~~**two (2) items per year**~~ ***four (4) pickups per year, up to ten (10) items per pickup***)	No Charge	
On-Call Bulky Waste / E-Waste (beyond ~~**two (2) per year**~~ ***four (4) pickups per year, up to ten (10) items per pickup***.)	91.67	Per item
Annual Holiday Tree Collection	No Charge	
Cart Roll-Out Service – Incremental Charge (in addition to base charge in line A).	No Charge	
Cart Washing Service per cart per occurrence (Residential Carts only)	***$25.00***	***Per Cart***

ANCILLARY SERVICES & MISCELLANEOUS FEES

SERVICE CATEGORIES & FEES	MAXIMUM RATES
On-Call Bulky Waste – Commercial Premises	82.35 Per Item
On-Call Bulky Waste / E-Waste – Multi-Family Premises (Up to ~~**two (2) items per year**~~ ***four (4) pickups per year, up to four (4) items per unit per pickup***.)	No Charge
On-Call Bulky Waste / E-Waste – Multi-Family Premises (Beyond ~~**two (2) items per year**~~ ***four (4) pickups per year, up to four (4) items per unit per pickup***.)	82.35 Per Item
On-Call E-Waste & U-Waste Collection & Recycling – Commercial & Multi-Family Premises	82.35 Per Item
Household Hazardous Waste Collection – Multi-Family Premises	82.35 Per Item

Emergency Service	82.45 Per Hour
Maximum Late Fee	7.89% Per Annum
Bin Washing Service beyond Once a Year	No Charge

2.6 Effective Date. This Amendment No. 5 shall not be effective and operative until approved by the City Council.

3. Continuing Effect of Agreement. Except as amended by this Amendment No. 5, all provisions of the Agreement, as amended, shall remain unchanged and in full force and effect. From and after the date of this Amendment No. 5, whenever the term "Agreement" appears in the Agreement, it shall mean the Agreement, as amended by this Amendment No. 5.

4. Affirmation of Agreement; Warranty Re Absence of Defaults. City and Collector each ratify and reaffirm each and every one of the respective rights and obligations arising under the Agreement, as amended. Each party represents and warrants to the other that there have been no written or oral modifications to the Agreement, as amended, other than as provided herein. Each party represents and warrants to the other that the Agreement, as amended, is currently an effective, valid, and binding obligation.

Collector represents and warrants to City that, as of the date of this Amendment No. 5, City is not in default of any material term of the Agreement, as amended, and that there have been no events that, with the passing of time or the giving of notice, or both, would constitute a material default under the Agreement, as amended.

City represents and warrants to Collector that, as of the date of this Amendment No. 5, Collector is not in default of any material term of the Agreement, as amended, and that there have been no events that, with the passing of time or the giving of notice, or both, would constitute a material default under the Agreement, as amended.

5. Adequate Consideration. The parties hereto irrevocably stipulate and agree that they have each received adequate and independent consideration for the performance of the obligations they have undertaken pursuant to this Amendment No. 5.

6. Authority. The persons executing this Amendment No. 5 on behalf of the parties hereto warrant that (i) such party is duly organized and existing, (ii) they are duly authorized to execute and deliver this Amendment No. 5 on behalf of said party, (iii) by so executing this Amendment, such party is formally bound to the provisions of this Amendment No. 5, and (iv) entering into this Amendment No. 5 does not violate any provision of any other agreement to which said party is bound.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 5 on the date and year first-above written.

CITY:

CITY OF CYPRESS, a municipal corporation

_____
Leo Medrano, Mayor

ATTEST:

_____
Lisa Berglund, City Clerk

APPROVED AS TO FORM:
ALESHIRE & WYNDER, LLP

_____
William Wynder, City Attorney

COLLECTOR:

VALLEY VISTA SERVICES, INC., a California corporation, doing business as Valley Vista Services of Orange County

By:_____
Name:
Title:

By:_____
Name:
Title:
Address:_____
_____
_____

Two corporate officer signatures required when Collector is a corporation, with one signature required from each of the following groups: 1) Chairman of the Board, President or any Vice President; and 2) Secretary, any Assistant Secretary, Chief Financial Officer or any Assistant Treasurer. COLLECTOR'S SIGNATURES SHALL BE DULY NOTARIZED, AND APPROPRIATE ATTESTATIONS SHALL BE INCLUDED AS MAY BE REQUIRED BY THE BYLAWS, ARTICLES OF INCORPORATION, OR OTHER RULES OR REGULATIONS APPLICABLE TO COLLECTOR'S BUSINESS ENTITY.

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy or validity of that document.

STATE OF CALIFORNIA

COUNTY OF ORANGE

On _____, 202__ before me, _____, personally appeared _____, proved to me on the basis of satisfactory evidence to be the person(s) whose names(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: _____

OPTIONAL

Though the data below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent reattachment of this form.

CAPACITY CLAIMED BY SIGNER

- ☐ INDIVIDUAL
- ☐ CORPORATE OFFICER

_____
TITLE(S)

- ☐ PARTNER(S) ☐ LIMITED ☐ GENERAL
- ☐ ATTORNEY-IN-FACT
- ☐ TRUSTEE(S)
- ☐ GUARDIAN/CONSERVATOR
- ☐ OTHER_____

_____

SIGNER IS REPRESENTING:
(NAME OF PERSON(S) OR ENTITY(IES))

_____

_____

DESCRIPTION OF ATTACHED DOCUMENT

_____
TITLE OR TYPE OF DOCUMENT

_____
NUMBER OF PAGES

_____
DATE OF DOCUMENT

_____
SIGNER(S) OTHER THAN NAMED ABOVE

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy or validity of that document.

STATE OF CALIFORNIA

COUNTY OF ORANGE

On _____, 202__ before me, _____, personally appeared _____, proved to me on the basis of satisfactory evidence to be the person(s) whose names(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: _____

OPTIONAL

Though the data below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent reattachment of this form.

CAPACITY CLAIMED BY SIGNER

☐ INDIVIDUAL
☐ CORPORATE OFFICER

_____
TITLE(S)

☐ PARTNER(S) ☐ LIMITED ☐ GENERAL
☐ ATTORNEY-IN-FACT
☐ TRUSTEE(S)
☐ GUARDIAN/CONSERVATOR
☐ OTHER_____

_____

SIGNER IS REPRESENTING:
(NAME OF PERSON(S) OR ENTITY(IES))

_____
_____

DESCRIPTION OF ATTACHED DOCUMENT

_____
TITLE OR TYPE OF DOCUMENT

_____
NUMBER OF PAGES

_____
DATE OF DOCUMENT

_____
SIGNER(S) OTHER THAN NAMED ABOVE