# Addendum No. 7 to Supplemental Environmental Impact Report No. 340

## 2017 Toy Story Parking Lot Expansion Project Development Project No. 2014-00064C

Prepared for

City of Anaheim Planning and Building Department
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July 2017

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# SECTION 1.0 INTRODUCTION

Walt Disney Parks and Resorts U.S., Inc. (Applicant) proposes to expand its existing Toy Story Parking Lot. The Proposed Project would add 455 parking spaces to the existing 4,923-space surface parking lot. The expansion would increase the total number of guest spaces by 9.25 percent to 5,378. The Applicant has not requested to extend the time limit on the temporary use beyond the previously approved end date of 2024.

The Toy Story Parking Lot (Project Site) is located on 53 acres at 1900 South Harbor Boulevard (APN 137-181-15) in the City of Anaheim (City), California, as illustrated in Exhibit 1, *Regional Location*. The new parking spaces would be located within an existing 6.4-acre open-air storm water detention basin located within the southeastern corner of the Project Site. The Proposed Project is located within an area of the City referred to as The Anaheim Resort®. The Anaheim Resort Specific Plan (ARSP) regulates development of the Project Site.

In September 1994, the Anaheim City Council certified Master Environmental Impact Report (EIR) 313 (State Clearinghouse No. 91091062) in support of the adoption of the ARSP. Two validation reports were prepared (1999 and 2004) to evaluate the continued relevance and accuracy of EIR 313. In December 2012, the Anaheim City Council certified EIR 340, a Supplemental EIR to EIR 313, in conjunction with its approval of the Amendment No. 14 to the ARSP Project. EIR 340 reevaluated all the environmental changes that have occurred in and around The Anaheim Resort since certification of EIR 313. EIR 340 also evaluated an expansion of the Anaheim Convention Center and an update of the ARSP document. The Anaheim City Council adopted findings and a statement of overriding considerations; Updated and Modified Mitigation Monitoring Program No. 85C; and, a water supply assessment in conjunction with the certification of EIR 340. EIR 340 analyzed the potential development of up to 3,349 hotel rooms on the Project Site.

The ARSP permits a temporary parking lot on the Project Site for one year, subject to the approval of the City's Traffic and Transportation Manager and the City Manager. In June 2001, the City's Traffic and Transportation Manager and the City Manager approved the Toy Story Parking Lot as a temporary parking lot. The Traffic and Transportation Manager may extend the use for an additional year, on an annual basis, for up to five years. The Traffic and Transportation Manager approved annual one-year extensions through 2006. In June 2006, the Anaheim Planning Commission (Commission) approved a conditional use permit to allow this parking lot to remain in place for five more years (through June 2011).

The Commission has amended the conditional use permit twice since its original approval. In August 2009, the Commission approved an amendment to the conditional use permit, allowing an expansion of the parking lot and extending the time limit to 2019. In October 2014, the Commission approved a second amendment to the conditional use permit to expand the lot to the eastern and southern boundaries, to the current configuration, and extending the time limit to 2024. The current request would amend the conditional use permit to expand the parking lot within an existing detention basin located within the existing Toy Story Parking Lot. The Applicant has not requested to extend the time limit on the use beyond the previously approved end date of 2024.

The City of Anaheim is the Lead Agency responsible for EIR 340 and this Addendum No. 7 to EIR 340 for the 2017 Toy Story Parking Lot Expansion Project. As discussed throughout this Addendum, the Proposed Project would not result in any new or greater environmental impacts than previously analyzed in EIR 340. The City has elected to prepare this Addendum to EIR 340 to confirm that no new or significantly increased impacts would occur because of the 2017 Toy Story Parking Lot Expansion Project.

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# Project Location

Exhibit 1

*Toy Story Parking Lot CUP Amendment*

N W E S

10 5 0 10 Miles

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# SECTION 2.0 PURPOSE OF THE DOCUMENT

This Addendum to EIR 340 is prepared in accordance with the provisions of the California Environmental Quality Act (CEQA, *Public Resources Code* Sections 21000, et seq.) and the State CEQA Guidelines (*California Code of Regulations* Sections 15000, et seq.). Section 15164(a) of the State CEQA Guidelines states that "the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Pursuant to Section 15162(a) of the State CEQA Guidelines, a subsequent EIR is required when:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

   (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

   (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

   (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

This document is an Addendum to EIR 340, which was certified by the City of Anaheim in December 2012 in conjunction with its approval of Amendment No. 14 to the ARSP. The purpose of this Addendum is to analyze the differences between implementation of the ARSP, as amended, and the proposed 2017 Toy Story Parking Lot Expansion Project (Proposed Project). As described in detail herein, an analysis has been conducted that confirms the impacts from the Proposed Project would be no more severe than those projected to result from implementation of the ARSP, as analyzed by EIR 340. The projected impacts of the Proposed Project would either be the same or less than the anticipated levels associated with implementation of the ARSP, and

no new significant impacts would result. Therefore, in accordance with Section 15164 of the State CEQA Guidelines, this Addendum to the previously certified EIR 340 is the appropriate environmental documentation for the proposed 2017 Toy Story Parking Lot Expansion Project.

# SECTION 3.0 PROJECT BACKGROUND

Walt Disney Parks and Resorts U.S., Inc. (Applicant) proposes to expand its existing Toy Story Parking Lot. The Proposed Project would add 455 parking spaces to the existing 4,923-space surface parking lot. The expansion would increase the total number of guest spaces by 9.25 percent to 5,378. The Applicant has not requested to extend the time limit on the temporary use beyond the previously approved end date of 2024.

The Toy Story Parking Lot (Project Site) is located on 53 acres at 1900 South Harbor Boulevard (APN 137-181-15) in the City of Anaheim (City), California, as illustrated in Exhibit 1, *Regional Location*. The new parking spaces would be located within an existing 6.4-acre open-air storm water detention basin located within the southeastern corner of the Project Site. The Proposed Project is located within an area of the City referred to as The Anaheim Resort. The Anaheim Resort includes three specific plan areas: The Disneyland Resort Specific Plan (DRSP), Hotel Circle Specific Plan (HCSP) and the ARSP. The Project Site is regulated by the ARSP. The Anaheim Resort and its specific plans are described in detail below.

In September 1994, the Anaheim City Council certified Master Environmental Impact Report (EIR) 313 (State Clearinghouse No. 91091062) in support of the adoption of the ARSP. Two validation reports were prepared (1999 and 2004) to evaluate the continued relevance and accuracy of EIR 313. In December 2012, the Anaheim City Council certified EIR 340, a Supplemental EIR to EIR 313, in conjunction with its approval of the Amendment No. 14 to the ARSP Project. EIR 340 reevaluated all the environmental changes that have occurred in and around The Anaheim Resort since certification of EIR 313. EIR 340 also evaluated an expansion of the Anaheim Convention Center and an update of the Anaheim Resort Specific Plan (ARSP) document. The Anaheim City Council adopted findings and a statement of overriding considerations; Updated and Modified Mitigation Monitoring Program No. 85C; and, a water supply assessment in conjunction with the certification of EIR 340. EIR 340 analyzed environmental impacts of the potential development of up to 3,349 hotel rooms on the Project Site.

The ARSP permits a temporary parking lot on the Project Site for one year, subject to the approval of the City's Traffic and Transportation Manager and the City Manager. In June 2001, the City's Traffic and Transportation Manager and the City Manager approved the Toy Story Parking Lot as a temporary parking lot. The Traffic and Transportation Manager may extend the use for an additional year, on an annual basis, for up to five years. The Traffic and Transportation Manager approved annual one-year extensions through 2006. In that these approvals were ministerial, they were exempt from CEQA.

In June 2006, the Anaheim Planning Commission (Commission) approved a conditional use permit to allow this parking lot to remain in place for five more years (through June 2011). The Commission determined that EIR 313 was adequate to serve as the required environmental documentation under CEQA for this request. The Commission has amended the conditional use permit for the Toy Story Parking Lot twice since its original approval. In August 2009, the Commission approved an amendment to the conditional use permit, allowing an expansion of the parking lot and extending the time limit to 2019. The Commission determined that EIR 313 was adequate to serve as the required environmental documentation under CEQA for this request. In October 2014, the Commission approved a second amendment to the conditional use permit to expand the lot to the eastern and western boundaries, to the current configuration, and extending the time limit to 2024. The Commission determined that an Addendum to EIR 340 was adequate to serve as the required environmental documentation under CEQA for this request.

The current request would amend the conditional use permit to expand the parking lot within an existing detention basin located within the existing Toy Story Parking Lot. The Applicant has not requested to extend the time limit on the use beyond the previously approved end date of 2024. Similar to the last amendment to the condition use permit, the City has elected to prepare this Addendum to EIR 340 to confirm that no new or significantly increased impacts would occur because of the 2017 Toy Story Parking Lot Expansion Project.

## 3.1 THE ANAHEIM RESORT

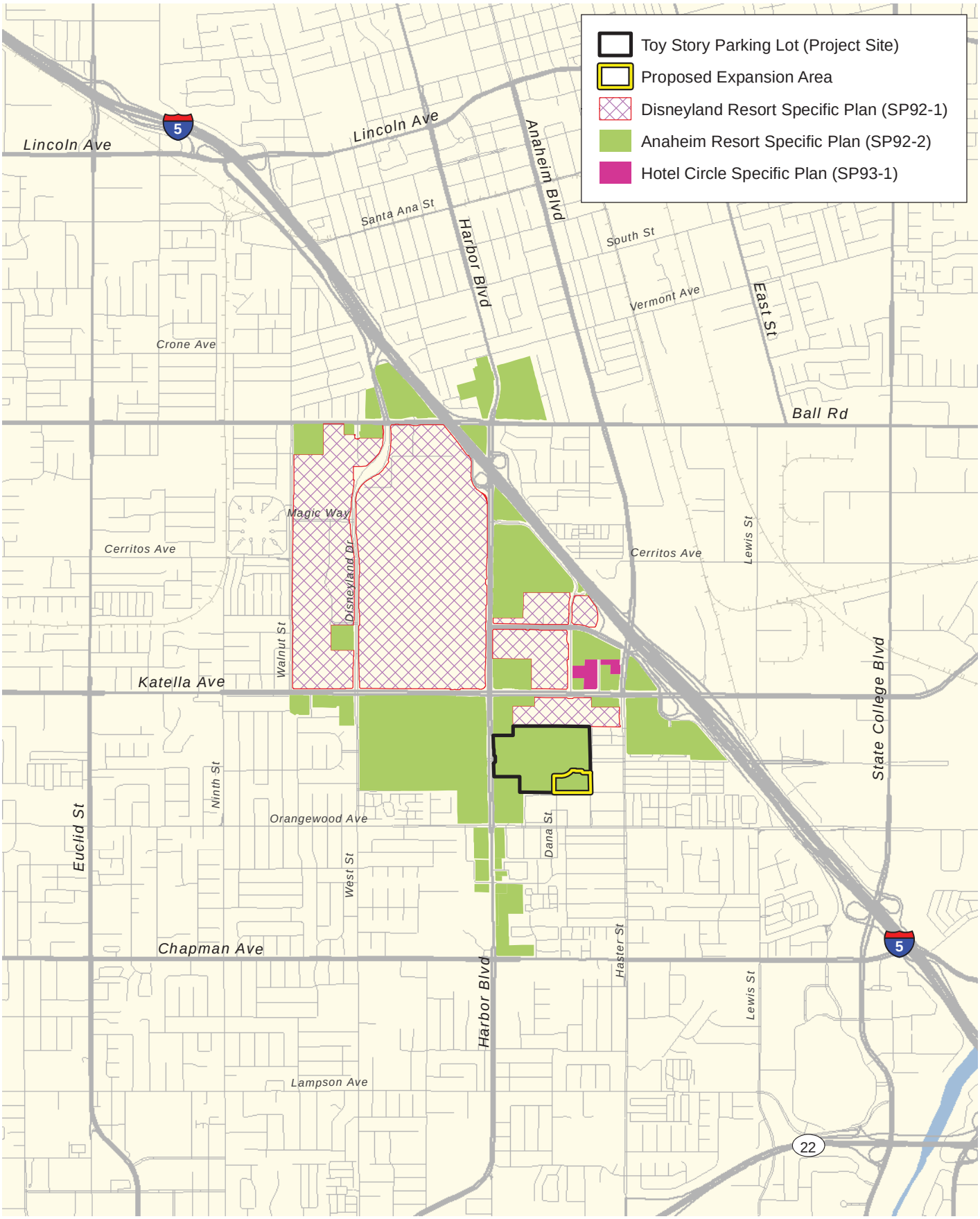
The Anaheim Resort is a 1,078-acre portion of the City of Anaheim specially designated for recreation and tourist/convention-related activities and supporting uses. As shown in Exhibit 2, *Anaheim Resort Specific Plan Boundaries,* The Anaheim Resort is located generally west of the Interstate (I)-5 corridor, south of Vermont Avenue, east of Walnut Street, and north of Chapman Avenue. The Anaheim Resort is designated for Commercial Recreation land use by the General Plan. This land use designation provides for tourist and entertainment industries, such as theme parks, hotels, tourist-oriented retail, restaurants, theaters, and other visitor-serving facilities.

The Anaheim Resort includes three specific plan areas: The Disneyland Resort Specific Plan (DRSP), Hotel Circle Specific Plan (HCSP) and the ARSP. Exhibit 2 shows the Project Site in context to the ARSP area and the boundaries of all three of the specific plan areas within The Anaheim Resort. The Anaheim Resort Identity Program and The Anaheim Resort Public Realm Landscape Program work together to create a uniform identity and landscape program to improve the visual quality of the entire Anaheim Resort. These two documents provide visual consistency between the three specific plans. Below is a description of each of the specific plans.

### 3.1.1 DISNEYLAND RESORT SPECIFIC PLAN

The Disneyland Resort Specific Plan (DRSP), was adopted in 1993, encompasses approximately 489.7 acres of The Anaheim Resort, and provides for the development of an international vacation destination resort (The Disneyland Resort®) that allows the development of a second theme park (Disney California Adventure), additional hotel and entertainment areas, administrative office facilities, back-of-house facilities, new public and private parking facilities, an internal transportation system, and the on-going modification of Disneyland. EIR 311 was certifed in conjunction with the adoption of the DRSP. The City Council also adopted findings and a statement of overriding considerations, Mitigation Monitoring Program No. 67 and standard Conditions of Approval per Ordinance No. 5377, as last amended by Ordinance No. 6022.

At the time the DRSP was adopted, it included four districts: the Theme Park District, the Hotel District, the Parking District, and the Future Expansion District; and, the C-R Overlay. Following the adoption of the DRSP, the document has been modified with eight specific plan amendments and 10 specific plan adjustments. The modifications added District A and the Anaheim GardenWalk Overlay. City Council approved the third amendment in 1996 in conjunction with the approval of Development Agreement No. 96-01 by and between the City of Anaheim and Walt Disney World Company. An addendum to EIR 311 was prepared in conjunction with this request. A Mitigated Negative Declaration (MND) and several addenda were prepared or relied upon as the environmental documentation for Amendments Nos. 4, 5, 6, 7, 8 pertaining to the Anaheim GardenWalk Overlay. City Council approved Adjustment No. 6 concurrently with a comprehensive update to the City's General Plan and its related EIR (EIR 330). The City Council determined that all other amendments and adjustments were either exempt from CEQA or analyzed by EIR 311.

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# Anaheim Resort Specific Plan Boundaries

Exhibit 2

*Toy Story Parking Lot CUP Amendment*

N W E S

0.5 0.25 0 0.5

Miles

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### 3.1.2 HOTEL CIRCLE SPECIFIC PLAN

The Hotel Circle Specific Plan (HCSP), was adopted in 1994, encompasses approximately 6.8 acres of The Anaheim Resort and provides for the development of a total of 969 hotel rooms (818 rooms currently exist). City Council approved a MND as the environmental document for the HCSP.

### 3.1.3 ANAHEIM RESORT SPECIFIC PLAN

The ARSP was adopted in 1994 and provides for the development of hotels, motels, convention and conference facilities, including the Anaheim Convention Center, as well as restaurants, retail shops, and entertainment uses. The ARSP is divided into two development areas: the Public Recreation (PR) District, which includes the Anaheim Convention Center and the Anaheim Hilton; and, the Commercial Recreation (C-R) District, which includes the remainder of the ARSP, including the Project Site. The districts are shown on Exhibit 3, *Aerial Photograph*.

As discussed previously, the City Council certified EIR 313 as the environmental documentation for the adoption of the ARSP. At the time City Council adopted the ARSP, the specific plan area encompassed approximately 549.5 acres and EIR 313 assumed that future development on the Toy Story Parking Lot Project Site would include development of up to 3,349 hotel rooms. Since the approval of the ARSP, it has been modified with 14 amendments and eight adjustments, which have increased the total ARSP area to 581.3 acres. Two validation reports were prepared (1999 and 2004) to evaluate the continued relevance and accuracy of EIR 313. In addition, MNDs were prepared for Amendment Nos. 1, 3, 7, 12 and 13. An addendum to the MND prepared for Amendment No. 7 was prepared for Amendment No. 8. Amendment Nos. 4 and 5 were processed concurrently with a comprehensive update to the City's General Plan and its related EIR (EIR 330). All other amendments and adjustments, with the exception of Amendment No. 14 discussed below, were either exempt from CEQA or used EIR 313 as the environmental documentation for the project.

In December 2012, the Anaheim City Council certified EIR 340 in support of the approval of the Amendment No. 14 to the ARSP Project, which included amendments to the following documents:

- Anaheim General Plan (Case No. GPA2010-00482);
- Anaheim Resort Specific Plan (Case No. SPN2010-00060);
- Title 18 (Zoning Code) of the Anaheim Municipal Code (Case No. ZCA2010-00093);
- The Anaheim Resort Identity Program (Case No. MIS2010-00478);
- The Anaheim Resort Public Realm Landscape Program (Case No. MIS2010-00479); and
- Ordinance No. 5454 Conditions of Approval (Case No. MIS2010-00484).

The amendments identified above reflect an increase in the permitted development intensity within the ARSP area to allow for expansion of the Anaheim Convention Center; streamlining of development standards, guidelines and requirements to reduce redundancy within and between documents; and, an update to the above documents to reflect current conditions within the Anaheim Resort.

EIR 340 is a supplemental EIR that reevaluated all the environmental changes that have occurred in and around The Anaheim Resort since certification of EIR 313. Consistent with EIR 313, EIR 340 assumed that future development on the Toy Story Parking Lot Project Site would include development of up to 3,349 hotel rooms. EIR 340 also evaluated an expansion of the Anaheim

Convention Center and an update of the ARSP document. The Anaheim City Council adopted findings and a statement of overriding considerations; Updated and Modified Mitigation Monitoring Program No. 85C; and, a water supply assessment in conjunction with the certification of EIR 340. Accordingly, all references within this Addendum to the Previously Approved Project reflect conditions inclusive of all previously approved amendments and adjustments to the ARSP and EIR 340 includes all additional environmental analysis associated with these amendments.

Table 1, *ARSP Land Use Summary*, indicates the permitted amount of development analyzed by EIR 340. As shown in this table, at the time EIR 340 was prepared, the C-R District was developed with 11,587 hotel rooms or hotel room equivalents. The existing development in the PR District represents the Anaheim Convention Center and the Anaheim Hilton Hotel. The total allowable development in the PR District is intended to provide for expansion of the Anaheim Convention Center and supporting facilities. A 200,000 square foot addition to the Anaheim Convention Center is currently underway.

**TABLE 1**
**ANAHEIM RESORT SPECIFIC PLAN LAND USE SUMMARY[1]**

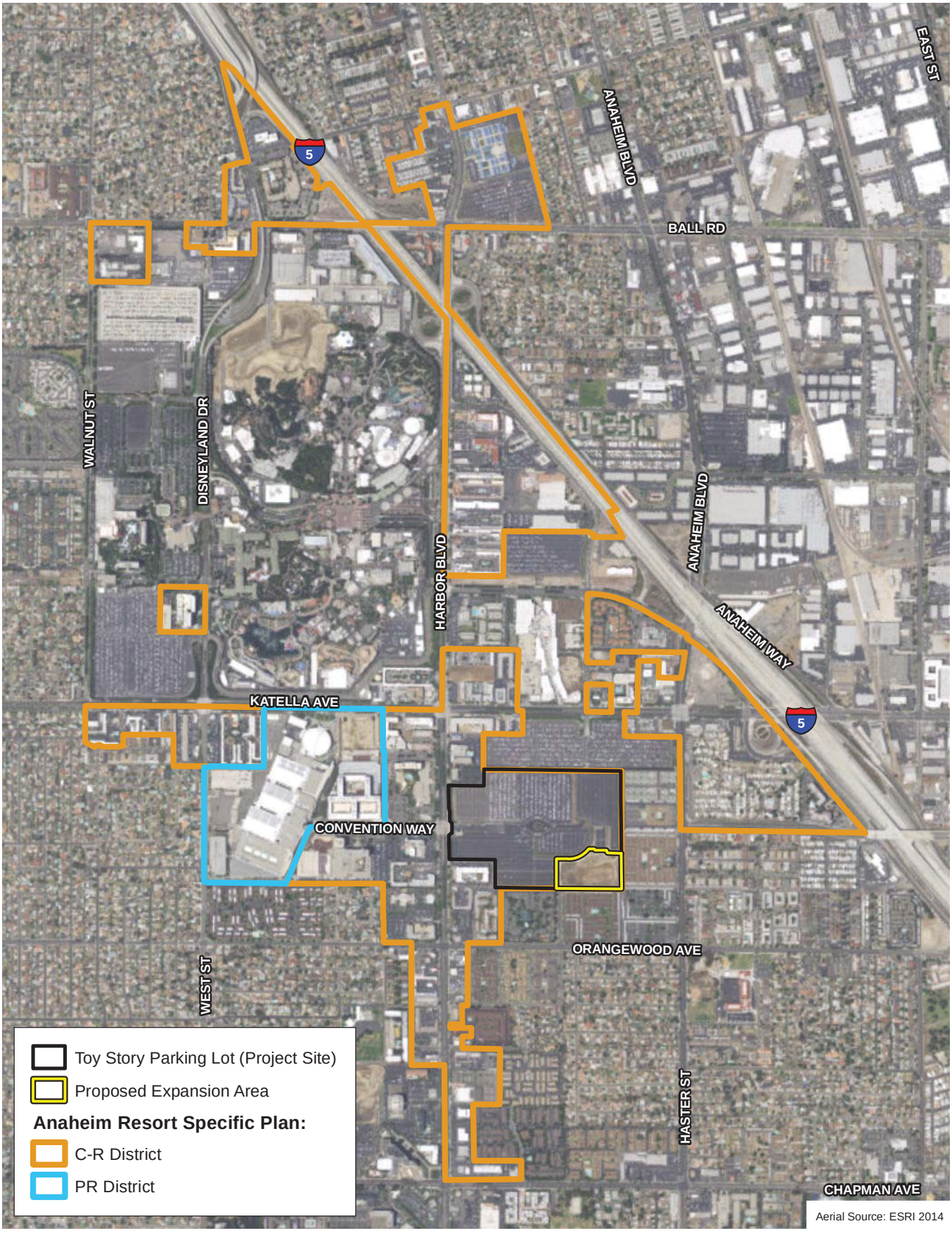
| District | Current Existing Development | Total Allowable Development |
|---|---|---|
| C-R District | • 11,587 hotel rooms[2] | • 32,500 hotel rooms |
| PR District | • 1,600 hotel rooms<br>• 1,712,004 sf convention center | • 2,500 hotel rooms<br>• 2,118,363 sf convention center<br>• 180,000 sf commercial development<br>• 40,000 sf hotel meeting/ballroom space<br>• 100,000 sf outdoor programmable space |
| Total | • 13,187 hotel rooms<br>• 1,712,004 sf convention center | • 35,000 hotel rooms<br>• 2,118,363 sf convention center<br>• 180,000 sf commercial development<br>• 40,000 sf hotel meeting/ballroom space<br>• 100,000 sf outdoor programmable space |

sf: square feet

[1] At the time EIR 330 was being prepared, as of 2012.

[2] Commercial uses are converted to hotel room equivalents on a ratio of 600 square feet of commercial development = one hotel room

Source: Anaheim 2012.

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# Aerial Photograph

Exhibit 3

*Toy Story Parking Lot CUP Amendment*

N
W E
S

1,500 750 0 1,500 Feet

BonTerra PSOMAS

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# SECTION 4.0 PROJECT DESCRIPTION

## 4.1 EXISTING CONDITIONS

Walt Disney Parks and Resorts U.S., Inc. (Applicant) proposes to expand its existing Toy Story Parking Lot. The Proposed Project would add 455 parking spaces to the existing 4,923-space[1] surface parking lot. The expansion would increase the total number of guest spaces by 9.25 percent to 5,378. The Applicant has not requested to extend the time limit on the temporary use beyond the previously approved end date of 2024.

The Toy Story Parking Lot (Project Site) is located on 53 acres at 1900 South Harbor Boulevard (APN 137-181-15) in the City of Anaheim (City), California, as illustrated in Exhibit 1, *Regional Location*. The new parking spaces would be located within an existing 6.4-acre open-air storm water detention basin located within the southeastern corner of the Project Site. The Proposed Project is located within an area of the City referred to as The Anaheim Resort®. The Anaheim Resort Specific Plan (ARSP) regulates development of the Project Site.

The Project Site is located within Development Area 1 of the ARSP, known as the C-R District and has a Low-Medium Density designation, which allows for development of up to 75 hotel rooms per acre or 75 rooms per parcel. The Toy Story Parking Lot is a temporary parking lot and is not required to implement comprehensive improvements that would be necessary for a permanent public parking facility, such as the dedication and improvement of Gene Autry Way and Clementine Street, which would traverse the Project Site, as shown on the Planned Roadway Network of the General Plan. A permanent development project would require a dedication to complete Gene Autry Way and Clementine Street. EIR 340 assumed the implementation of these streets and determined that the land use for the Toy Story Parking Lot would be equivalent to development of up to 3,349 hotel rooms.

The Project Site is subject to the development standards as set forth in the ARSP as incorporated in the City's Zoning Ordinance as Chapter 18.116. The ARSP permits a temporary parking lot on the Project Site for one year, subject to the approval of the City's Traffic and Transportation Manager and the City Manager. In June 2001, the City's Traffic and Transportation Manager and the City Manager approved the Toy Story Parking Lot as a temporary parking lot. The Traffic and Transportation Manager may extend the use for an additional year, on an annual basis, for up to five years. The Traffic and Transportation Manager approved annual one-year extensions through 2006. In June 2006, the Anaheim Planning Commission (Commission) approved a conditional use permit to allow this parking lot to remain in place for five more years (through June 2011).

The Commission has amended the conditional use permit twice since its original approval. In August 2009, the Commission approved an amendment to the conditional use permit, allowing an expansion of the parking lot and extending the time limit to 2019. In October 2014, the Commission approved a second amendment to the conditional use permit to expand the lot to the eastern and western boundaries, to the current configuration, and extending the time limit to 2024.

## 4.2 PROPOSED PROJECT IMPROVEMENTS

As shown on Exhibit 4, *Toy Story Parking Lot*, the Toy Story Parking Lot is comprised of four separate parking areas: Woody, Buzz, Jessie, and Pongo. The Applicant proposes to add 455 new parking spaces to the southeastern portion of the Project Site within the existing open-air storm water detention basin. This would increase the total parking capacity at the Toy Story

[1] It is noted that the previous entitlement allowed for construction of up to 4,925 parking spaces in the Toy Story Parking Lot; however, 2 of the approved spaces were not constructed.

Parking Lot to 5,378 parking spaces. Guests would continue to enter and exit the expanded parking area through the existing main entry gates on Harbor Boulevard at Convention Way. A new 24-foot wide ramp from the existing on-site vehicular circulation would connect guests to the new parking area. A pedestrian stairway and pedestrian ramp would provide access from the new parking area to the Toy Story Parking Lot pedestrian circulation routes that lead to two Disneyland Resort bus stops. The Project would not alter the lane configurations of Harbor Boulevard or the entrance to the Project Site from Harbor Boulevard. Shuttles would continue to take guests to and from The Disneyland Resort®.

As part of the Proposed Project and shown on Exhibit 5, *Site Plan*, the existing 5 to 6 foot wall along the property line would be demolished and a 16-foot high masonry sound wall would be constructed set back approximately 22 inches from the southern and eastern property lines adjacent to existing residential uses, consistent with the existing perimeter walls erected with the last expansion. As shown on Exhibit 6, *Landscape Plan*, Creeping Fig clinging vines would be planted and drip irrigation would be installed on both sides of the proposed 16-foot high masonry sound walls. A 20-foot-wide landscaped setback would be provided on the interior of the wall on the Project Site and planted with two rows of Canary Island Pines, spaced approximately fifteen feet apart to match the existing perimeter landscaping interior to the wall. The sloped areas surrounding the proposed porous asphalt-paved parking areas would be planted with a groundcover consisting of California Meadow Sedge. An irrigation system consisting of bubblers for the trees and a drip system for the groundcover and shrubs would be installed within the landscaped area and on the exterior of the sound wall.

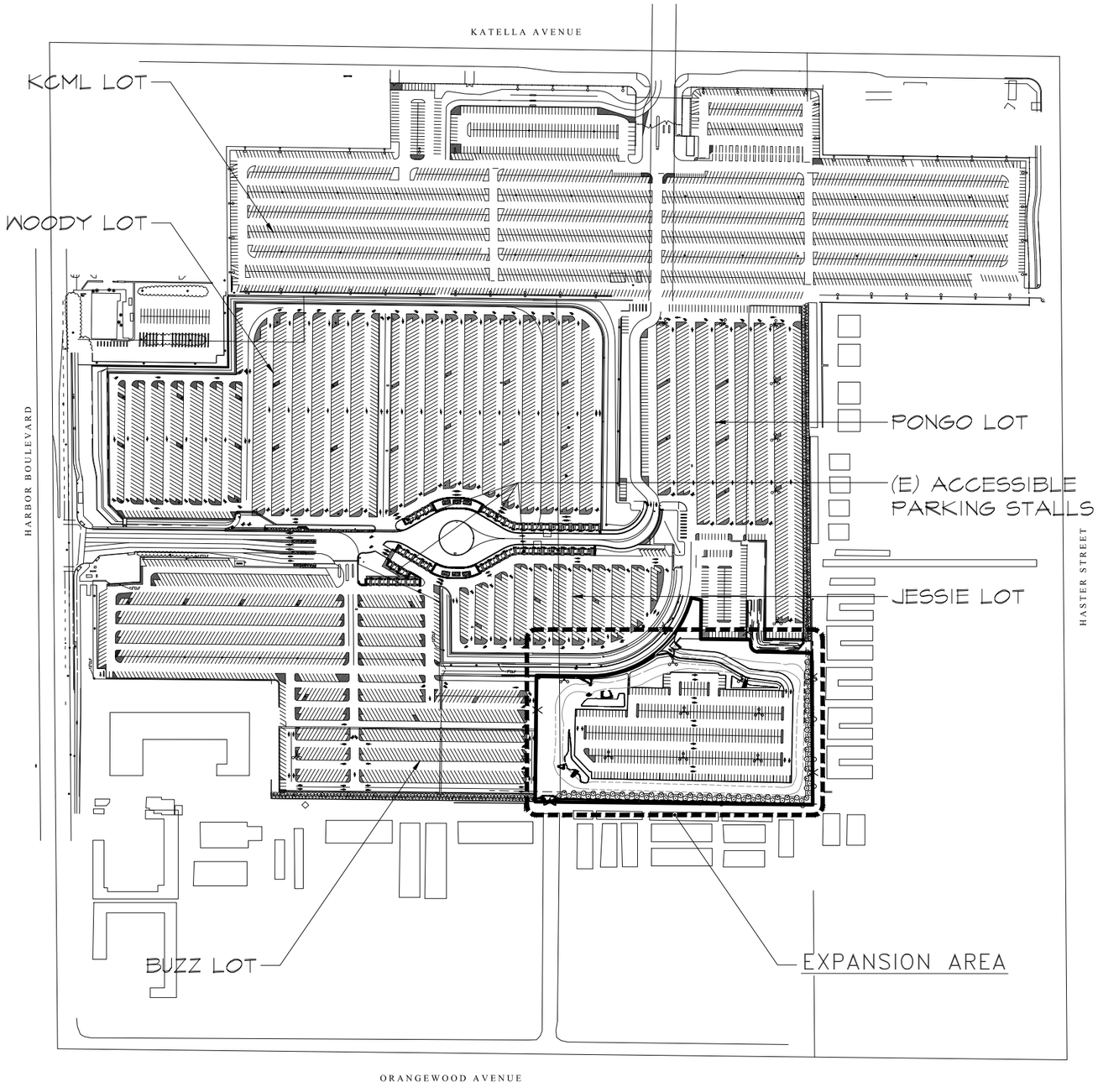
As part of the Project, the existing open-air storm water detention basin would be maintained and the base of the detention basin would be paved with porous asphalt as shown in Exhibit 7, *Cross Sections*. The basin's storage capacity would be slightly increased from 23.2 acre-feet (AF) under existing conditions to 24.5 AF. The paved area would be striped for parking as illustrated on Exhibit 8, *Striping Plan.* According to the Applicant, the proposed parking area would serve as an overflow guest parking area and would not be used on days when rain is predicted.

The Proposed Project would also include the installation of new lighting sources on the Project Site, as depicted on Exhibit 8, *Striping Plan*. Consistent with the developed areas of the Toy Story Parking Lot, proposed lighting in the interior of the Project Site would be 29-foot tall tri-mount structures constructed on a 4-foot tall concrete base. The lighting structures would include directional shields to direct light onto the Project property and to reduce light spill and would include bird deflection components to discourage perching or nesting. In addition, the distance between the light poles and the nearest property lines would be located over 120 feet from the residences to the south and over 150 feet from the residences to the east.

### 4.2.1 CIRCULATION

Vehicular access to the Toy Story Parking Lot, including the proposed expansion area, would be from the existing full-access driveway at Harbor Boulevard and Convention Way, as illustrated on Exhibit 4, *Toy Story Parking Lot*. Approximately 600 feet east of the driveway are six entry booths where guests purchase a parking pass. From this point, guests would be guided by parking staff to a specific space through a process known as speed loading. The expansion area would be accessed via a 24-foot wide, two-way sloped roadway (refer to Exhibit 8, *Striping Plan).* Parking aisles would be designed for two-way traffic.

Guests parking in the proposed expansion area would be able to access two existing Disneyland Resort bus stops within the Toy Story Parking Lot. Specifically, guests would exit the proposed expansion area via a pedestrian stairway and pedestrian walkway, located in the western and eastern portions of the expansion area, respectively. The two proposed walkways would join the




Source: Walt Disney Imagineering 2017

# Toy Story Parking Lot

Exhibit 4

*Toy Story Parking Lot CUP Amendment*

N W E S

300 150 0 300 Feet

BonTerra PSOMAS

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HATCHING LEGEND:

POROUS AC

2 (E) 24" HDPE PIPE OUTLET

(E) 24" RCP PIPE OUTLET

(E) 48" STORM DRAIN

(E) 12" RISER (131.76 RIM)

(E) 36" RISER (132.06 RIM)

(E) 24" VALVED OUTLET (125.16 INV.)

(E) HEADWALL

(E) HEADWALL

(E) 36" RCP SD

EXISTING FENCING

NEW OR RELOCATED FENCING PER ARCH'S PLAN

NEW MAN-GATE

NEW 26' WIDE VEHICLE GATE

NEW FENCE

BEG. CURB

EXISTING FENCE

18" WIDE CURB OPENING WITH RIP RAP

WATER QUALITY AREA

WATER QUALITY AREA

FLOOD CONTROL BASIN

LANDSCAPING

LANDSCAPING

NEW 16' SOUND WALL

NEW 16' SOUND WALL

TOE OF SLOPE

TOP OF SLOPE

TOE OF SLOPE

TOP OF SLOPE

POWER POLE 21261D

POWER POLE 21260D

POWER POLE 21259D

POWER POLE 21258D

POWER POLE 2157D

POWER POLE 2256D

POWER POLE 21233D

POWER POLE 21231D

0+00 1+00 2+00 3+00 4+00 5+00 6+00 7+00 7+47

Source: Walt Disney Imagineering 2017

# Site Plan

*Toy Story Parking Lot CUP Amendment*

Exhibit 5

N W E S

60 30 0 60 Feet

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FICUS PUMILA - HIGH WATER USE

CAREX PANSA
MODERATE WATER USE

PINUS CANARIENSIS
MODERATE WATER USE

AREA OF WORK

AREA OF WORK

AREA OF WORK

CAREX PANSA
4' O.C. (TYP)

PINUS CANARIENSIS
24" BOX - 15' O.C.
(TYP)

MULCH
(TYP)

FICUS PUMILA
5 GAL
20' O.C. INSIDE WALL
&
12' O.C. OUTSIDE WALL

±397'-2"

±726'-3 1/2"

Source: Walt Disney Imagineering 2017

# Landscape Plan

Exhibit 6

*Toy Story Parking Lot CUP Amendment*

N W E S

60 30 0 60 Feet

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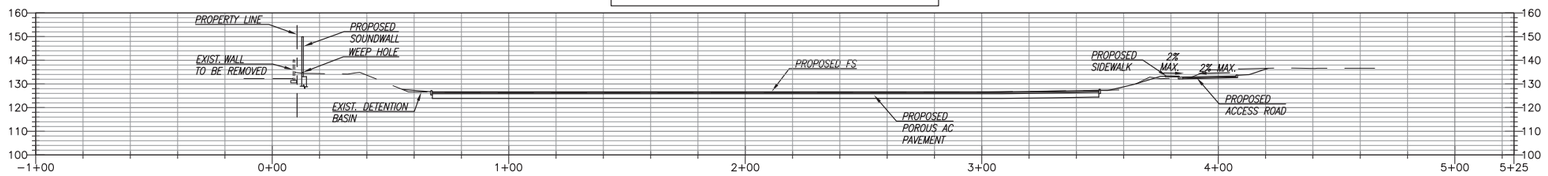
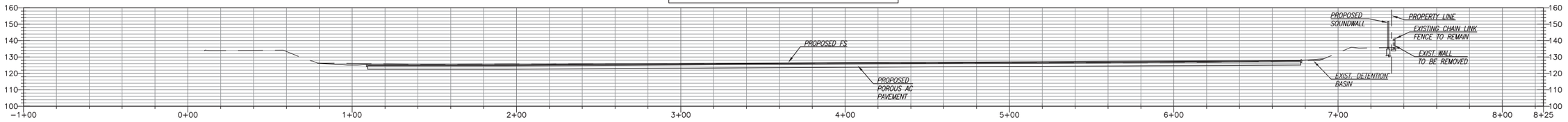
PROFILE VIEW: SECTION A–A
SCALE: 30
DATUM: 100.00




PROFILE VIEW: SECTION B–B
SCALE: 30
DATUM: 100.00




PROFILE VIEW: SECTION C–C
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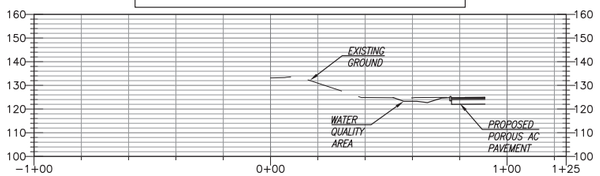
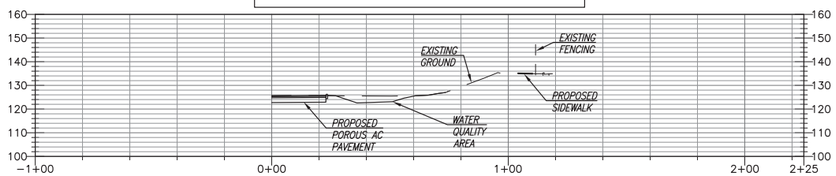
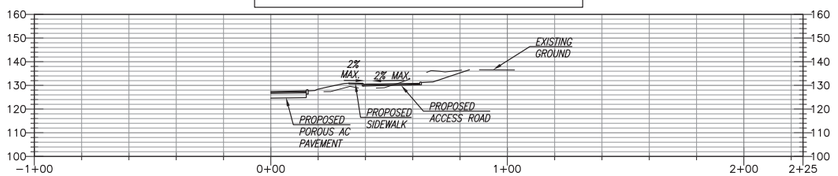
DATUM: 100.00




PROFILE VIEW: SECTION D–D
SCALE: 30
DATUM: 100.00




PROFILE VIEW: SECTION E–E
SCALE: 30
DATUM: 100.00




Source: Walt Disney Imagineering 2017

# Cross Sections

Exhibit 7

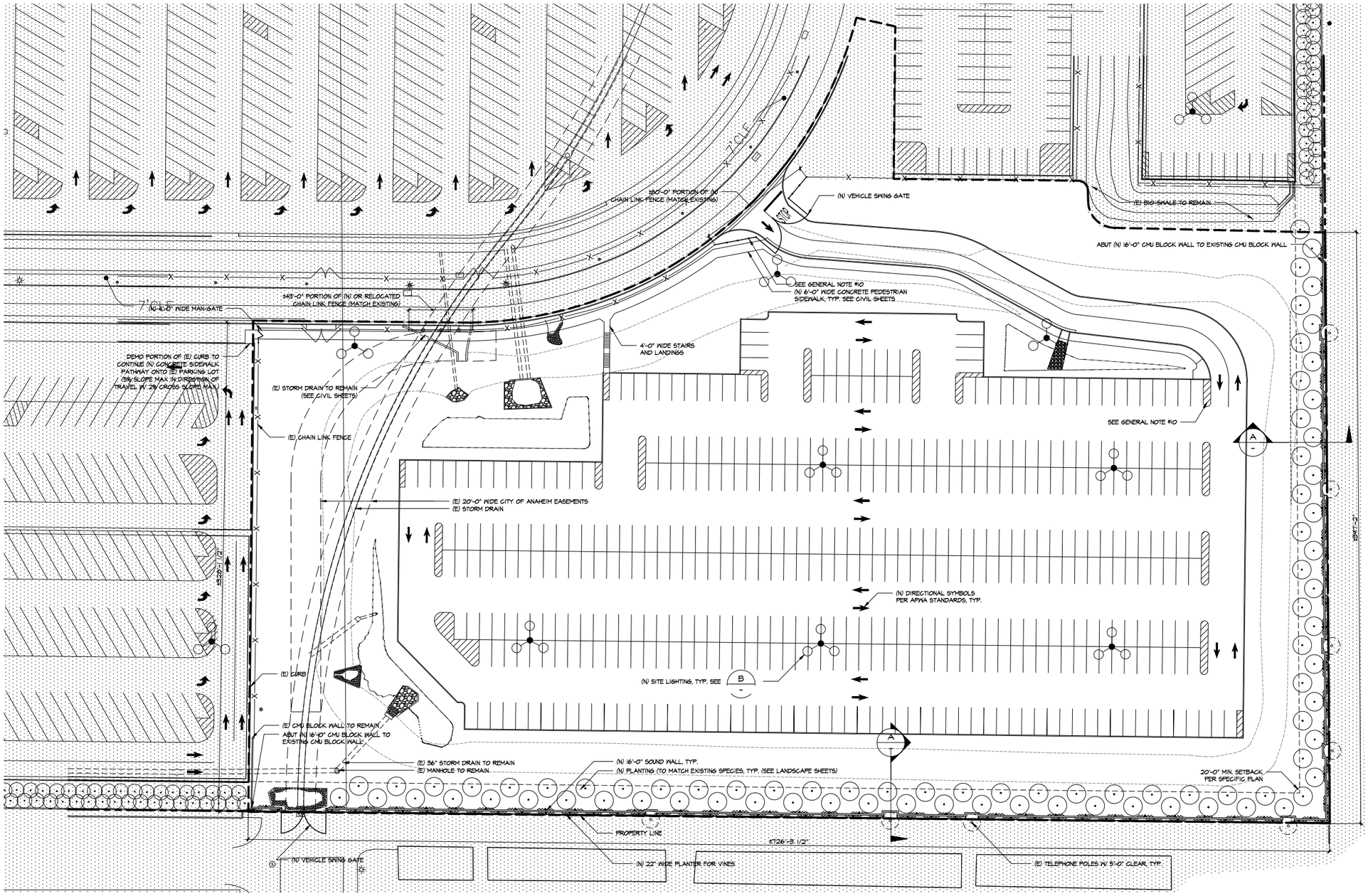
*Toy Story Parking Lot CUP Amendment*

N
W
E
S

BonTerra PSOMAS

(07/26/2017 MMD) R:\Projects\ANA\3ANA009103\Graphics\CUPAmendment2016\ex7_CrossSections_20170726.pdf

D:\Projects\AnaheimJ\00911\Graphics\CUP_Amendment2016\ex_CrossSections_20170726.ai




Source: Walt Disney Imagineering 2017

# Striping Plan

*Toy Story Parking Lot CUP Amendment*

Exhibit 8

N W E S

60 30 0 60 Feet

BonTerra PSOMAS

(07/17/2017 MMD) R:\Projects\ANA\3ANA009103\Graphics\CUPAmendment2016\ex8_StripingPlan_20170717.pdf

D:\Projects\Anaheim\J0091\Graphics\CUP_Amendment2016\ex_StripingPlan_20170717.ai

existing pedestrian circulation route that serves the Toy Story Parking Lot to access one of the two provided bus stops.

### 4.2.2 UTILITY IMPROVEMENTS

The Proposed Project would not require the relocation of any existing utility lines. All existing utilities, including the City's existing water facilities, would be protected in place. Connections to existing electrical and irrigation services would be installed and the Project would connect to the existing storm drain system.

## 4.3 DISCRETIONARY ACTIONS

This Addendum No. 7 to EIR 340 is the environmental document for all future actions associated with the Proposed Project, including all discretionary approvals requested or required to implement the Proposed Project. In addition, this Addendum is the primary reference document for the formulation and implementation of a mitigation monitoring plan (Mitigation Monitoring Plan No. 344) for the Proposed Project. All applicable mitigation measures from Updated and Modified Mitigation Monitoring Program No. 85C, approved in conjunction with EIR 340, have been incorporated into Mitigation Monitoring Plan No. 344 and this document for ease of reference. This document is intended to provide sufficient information to allow permitting agencies to evaluate the potential impacts from construction and implementation of the Proposed Project.

Potential actions to be considered as part of the Proposed Project include, but are not limited to:

- Conditional Use Permit No. 2006-05103C. The Applicant requests to amend a previously-approved conditional use permit for a temporary parking lot to add 455 parking spaces within an area of the parking lot that is currently used as an open-air storm water detention basin. The expansion would increase the total number of parking spaces to 5,378. The Applicant has not requested to extend the time limit on the temporary use beyond the previously approved end date of 2024.
- Final Site Plan No. 2014-00008C. The Applicant is requesting approval of a Final Site Plan for the expansion area to demonstrate compliance with the requirements of the ARSP.
- Administrative Adjustment No. 2014-00361C. The Applicant is requesting consideration of an Administrative Adjustment to permit a 16-foot high masonry sound wall placed 22 inches from the south and east property lines, while an eight-foot high wall is permitted. A.M.C. Section 18.62.040.050 and 18.62.020.0203 allow for an administrative adjustment to be approved for higher wall heights to separate a non-residential zone from an adjacent residential zone, where the additional height is required to minimize negative impacts to the residential use.

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# SECTION 5.0 ENVIRONMENTAL ANALYSIS

This portion of the Addendum examines each environmental topical issue analyzed in EIR 340. By definition, an addendum to a CEQA document is intended to demonstrate that the modifications/alterations to the previously approved project would not substantially increase environmental impacts or create any new significant impacts. The following analysis documents why and how this conclusion has been made. Because the Proposed Project represents a minor modification to a previously analyzed and approved Project, this Addendum does not include an analysis specific to the Mandatory Findings of Significance topic identified in the City of Anaheim Environmental Checklist.

The Project Site is located in the ARSP, which was previously analyzed by EIR 313, and more recently by EIR 340. As part of its analysis, EIR 340 analyzed buildout of the entire Anaheim Resort, including properties within the DRSP, ARSP, and HCSP. EIR 340 provided updated analysis of the environmental factors that have changed since the certification of EIR 313, which was prepared for the original adoption of the ARSP. EIR 340 supersedes analysis contained in EIR 313. Therefore, this document incorporates applicable analysis from EIR 340 and all applicable mitigation measures from Updated and Modified MMP No. 85C, approved in conjunction with EIR 340. Any modifications to the mitigation measures from EIR 340 are shown as ~~strikethrough~~ for deleted text and **bold** for new inserted text.

Mitigation Monitoring Plan No. 344 for the Proposed Project consists of mitigation measures (MMs) identified to reduce potential impacts of the Project. Where a potentially significant environmental effect has been identified and is not reduced to a level considered to be less than significant through the application of project design features, mitigation measures have been provided. The City may substitute, at its discretion, any mitigation measure (and timing thereof) that has (1) the same or superior result as the original mitigation measures and (2) the same or superior effect on the environment. The City of Anaheim Planning and Building Department, in conjunction with any appropriate agencies or City departments, shall determine the adequacy of any proposed "environmental equivalent timing" and, if deemed necessary, may refer said determination to the Planning Commission. Any costs associated with information required in order to make a determination of equivalency/timing shall be borne by the Property Owner/Developer.

## 5.1 AESTHETICS

### 5.1.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

**Anaheim Resort Specific Plan EIR 340**

According to EIR 340, the ARSP area does not contain any scenic resources, nor are any scenic vistas visible from the ARSP area; therefore, no impact would occur. Future development and redevelopment associated with buildout of the ARSP area would change the existing visual character of individual areas; however, buildout of the ARSP area would create a more visually cohesive and appealing environment and impacts would be less than significant with implementation MM 5.1-1 through MM 5.1-14. MM 5.1-1 requires projects under EIR 340 to avoid creating significant shade and shadow impacts. MM 5.1-2, MM 5.1-4, MM 5.1-5, and MM 5.1-12 regulate plumbing and lighting fixtures and roof- and ground-mounted equipment. MM 5.1-3 requires removal of all on-site graffiti throughout project operation. MM 5.1-6 through MM 5.1-11 relate to trees, landscaping, and irrigation. MM 5.1-13 and MM 5.1-14 set requirements for rear building elevations and vehicular drop-off areas.

Buildout of the C-R District could result in potential shade and shadow impacts on properties immediately adjacent to the ARSP area that would be considered significant and unavoidable. The Anaheim City Council adopted a Statement of Overriding Considerations with regard to this potential impact. Shade and shadow impacts associated with the specific development proposed for the PR District as evaluated in EIR 340 would be less than significant.

### 5.1.2 PROJECT ENVIRONMENTAL REVIEW

**Would the project:**

**a) Have a substantial adverse effect on a scenic vista?**

**b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway or local scenic expressway, scenic highway, or eligible scenic highway?**

Consistent with the findings of EIR 340, the Project Site and surrounding area are located in a highly urbanized portion of the City that does not contain any scenic vistas or visual resources and is not visible from any State or local scenic highways. As previously discussed, the Project Site is currently being used as a storm water detention basin.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

Development of the Proposed Project would not alter the visual character of the Project Site through expansion of an existing surface parking lot. The construction of a 16-foot masonry sound wall placed 22 inches from the southern and eastern boundaries of the Project Site could alter the visual character of the Project Site. However, consistent with EIR 340, the Proposed Project would comply with all development standards and design guidelines set forth by the ARSP. Additionally, the Applicant proposes to plant and irrigate clinging vines on both sides of the proposed walls to soften the appearance of the walls from the adjacent apartment complexes. Therefore, adherence to the established design guidelines would ensure that a significant impact would not occur related to degradation of the existing visual character or quality of the site or its surroundings. No new impact would occur.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

The Proposed Project would include the installation of new lighting sources on the Project Site as described in Section 4.0, Project Description. Consistent with the analysis in Section 2.4.2, Effects Found Not To Be Significant, of EIR 340, the Project Site is currently subject to night lighting associated with the existing Toy Story Parking Lot. The Proposed Project would comply with the lighting guidelines outlined in the ARSP, such that exterior lighting of pedestrian walkways should be set relative to the level of security necessary. The total height of the light standards would be 33 feet (29 foot pole on a four foot base), and the poles nearest to the property lines would be

located over 120 feet from the residences to the south and over 150 feet from the residences to the east. Additionally, the residences to the east do not have west-facing windows, so exposure to the parking lot's lighting would be further limited. Construction of the proposed 16-foot masonry sound wall and installation of the canary island pines (which are capable of reaching heights of 30 feet within five years and up to 75 feet at maturity within the 20 foot wide landscaped buffer interior to the wall) would also decrease the impact of night lighting. Therefore, consistent with the conclusion in EIR 340, the continuation of nighttime illumination features would not represent a new, significant impact with regard to lighting or glare.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

## Conclusion

Overall, the Proposed Project would be consistent with the project as analyzed in EIR 340. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the Proposed Project (1) would not propose substantial changes; (2) would not have circumstantial changes under which the project is undertaken; and (3) would bring about no new information of substantial importance that would (a) create new significant impacts, (b) increase the severity of previously examined effects, (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible, or (d) introduce mitigation measures that are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the aesthetics analysis provided in EIR 340.

## Mitigation

The following mitigation measures from Updated and Modified Mitigation Monitoring Program No. 85C were adopted in connection with EIR 340. These measures also would be applicable to the Proposed Project and are included in Mitigation Monitoring Plan No. 344. Deletions are shown in ~~strikethrough~~ and additions are shown in **bold**.

**MM 5.1-3** Ongoing, the Property Owner/Developer shall be responsible for the removal of any on-site graffiti within 24 hours of its application.

**MM 5.1-4** Prior to Final Site Plan approval, the location and configuration of all lighting fixtures including ground-mounted lighting fixtures utilized to accent buildings, landscape elements, or to illuminate pedestrian areas shall be shown on all Final Site Plans. All proposed surface parking area lighting fixtures shall be down-lighted with a maximum height of 12 feet adjacent to any residential properties. All lighting fixtures shall be shielded to direct lighting toward the area to be illuminated and away from adjacent residential property lines.

**The Final Site Plan submitted by the Property Owner/Developer proposes lighting fixtures that are located over 120 feet from the residences to the south and over 150 feet from the residences to the east. Due to the distance between the fixtures and the residences, these fixtures are not be required to be a maximum height of 12 feet. Prior to operation of the expansion area of the Toy Story Parking Lot, the Property Owner/Developer shall demonstrate that all lighting fixtures have been shielded to direct lighting toward the area to be illuminated and away from adjacent residential property lines.**

**MM 5.1-7** Prior to final building and zoning inspections, the Property Owner/Developer shall submit to the Planning and Building Department a letter from a licensed landscape architect certifying that all landscaping and irrigation systems have been installed in accordance with landscaping plans approved in connection with the Final Site Plan.

**MM 5.1-8** Ongoing, all on-site non-Public Realm landscaping and irrigation systems, and Public Realm landscaping and irrigation systems, within area in which dedication has not been accepted by the City, shall be maintained by the Property Owner/Developer, in compliance with City standards.

**MM 5.1-10** Ongoing, a licensed arborist shall be hired by the Property Owner/Developer to be responsible for all tree trimming.

## 5.2 AGRICULTURE AND FOREST RESOURCES

### 5.2.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

**Anaheim Resort Specific Plan EIR 340**

As disclosed in EIR 340, in 1994 the Project Site and an adjacent property (APN137-18-109) were designated as "Prime Farmland" and were under a Williamson Act contract set to expire on March 1, 2000. EIR 313 evaluated the loss of the prime agricultural land and identified the impact as significant and unavoidable. Because the impact related to the loss of agricultural land was fully analyzed as part of EIR 313, EIR 340 identified that a new significant impact related to agricultural resources would not occur. Additionally, at the time of preparation of EIR 340, no land within the ARSP area was under a Williamson Act contract, including the Project Site; therefore, implementation of the ARSP would not conflict with a standing Williamson Act contract.

In addition, EIR 340 states that there are no zoned or existing forest lands or timberland as defined in *Public Resources Code* (Section 12220[g] and 4526, respectively), in the ARSP area. Therefore, the project evaluated in EIR 340 would not result in the conversion of forest land or timberland. Additionally, forest resources were not identified on the Initial Study checklist prepared for EIR 340, as the checklist was updated by the State after circulation of the Initial Study.

### 5.2.2 PROJECT ENVIRONMENTAL REVIEW

**Would the project:**

**a) 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?**

**b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**c) 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))?**

**d) Result in the loss of forest land or conversion of forest land to non-forest use?**

**e) 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?**

Data from the State of California Department of Conservation, Farmland Mapping and Monitoring Program, indicates that the Project Site contains no land that is designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance (FMMP 2012), nor does it have any land that is zoned for agricultural use. As stated previously, the area proposed for expansion of the temporary parking lot is currently being used as a storm water detention basin; no portion of the Project Site is being used for agriculture. The area proposed for expansion of the temporary parking lot is subject to vegetation removal as part of regular maintenance activities. The Project Site is located in an urban area and is surrounded by development; therefore, implementation of the Proposed Project would not result in conversion of farmland to non-agricultural uses. The Project Site is not considered to be farmland of significance or land in agricultural use. No other designated farmland exists within the Project vicinity, and the Project Site is not subject to any California Land Conservation Act (Williamson Act) contracts.

The Project Site is not defined as forest land according to Section 12220(g) of the *California Public Resources Code*, which defines forest land as "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," nor is it zoned for Timberland Production as defined by Section 51104(g) of the *California Government Code*. As noted above, the portion of the Project Site proposed for expansion of the temporary parking lot is currently being used as a storm water detention basin and is subject to regular vegetation removal. The Proposed Project would involve expansion of the existing parking lot, which is consistent with the uses contemplated and previously evaluated and approved for the Project Site. Therefore, no new impacts related to agricultural and forest resources would occur.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

## Conclusion

Overall, the Proposed Project would be consistent with the project as analyzed in EIR 340. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the Proposed Project (1) would not propose substantial changes; (2) would not have circumstantial changes under which the project is undertaken; and (3) would bring about no new information of substantial importance that would (a) create new significant impacts, (b) increase the severity of previously examined effects, (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible, or (d) introduce mitigation measures that are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the agriculture and forest resources analysis provided in EIR 340.

## Mitigation

No mitigation measures are required.

## 5.3 AIR QUALITY

### 5.3.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

**Anaheim Resort Specific Plan EIR 340**

EIR 340 concluded that, with implementation of MM 5.2-1 through MM 5.2-7, mass emissions resulting from construction-related activities would be less than significant. These mitigation measures require proof of compliance with South Coast Air Quality Management District (SCAQMD)regulations; submission of Demolition and Import/Export plans; implementation of measures to reduce emissions and construction- and operation-related air quality impacts; and preparation of a human health risk assessment. However, because of uncertainties in the timing and magnitude of emissions for possible projects, it was concluded that cumulative emissions from construction would be significant and unavoidable. It was also concluded that local concentrations of particulate matter with a diameter of ten microns or less (PM10) and fine particulate matter with a diameter of 2.5 microns or less (PM2.5) would exceed the South Coast Air Quality Management District's (SCAQMD's) CEQA significance thresholds for short-term periods when excavation would occur near sensitive receptors; the impact would be significant and unavoidable. The Anaheim City Council adopted a Statement of Overriding Considerations with regard to this potential impact.

Emissions of criteria pollutants resulting from operation of the full buildout of the Anaheim Resort Specific Plan would exceed the SCAQMD applicable thresholds for volatile organic compounds (VOC), nitrogen oxides (NOx), carbon monoxide (CO), PM10, and PM2.5. Operation would result in direct and cumulative significant and unavoidable impacts. The Anaheim City Council adopted a Statement of Overriding Considerations with regard to these potential impacts. Because implementation of the ARSP could result in an increase in the frequency or severity of existing air quality violations, EIR 340 concluded that the ARSP could conflict with or obstruct implementation of the 2007 AQMP, thereby resulting in a significant and unavoidable impact. The Anaheim City Council adopted a Statement of Overriding Considerations with regard to this potential impact.

Construction and operation of the ARSP would not expose sensitive receptors to substantial pollutant toxic air contaminants (TACs); would not expose sensitive receptors to substantial CO local concentrations; and would not create objectionable odors. These impacts would be less than significant.

### 5.3.2 PROJECT ENVIRONMENTAL REVIEW

The following analysis is based on **Appendix A,** *Toy Story Parking Lot Project Air Quality and Greenhouse Gas Emissions Modeling Data* (Air Quality and GHG Data), prepared for the Proposed Project by Psomas (2016a).

**Would the project:**

**a) Conflict with or obstruct implementation of the applicable air quality plan?**

Air quality in Orange County is regulated by the SCAQMD, which is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin (SoCAB). The SCAQMD develops rules and regulations; establishes permitting requirements for stationary sources; inspects emissions sources; and enforces such measures through educational programs or fines, when necessary. The SCAQMD is responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a sequence of Air Quality Management Plans (AQMPs).

On December 7, 2012, the SCAQMD Governing Board adopted the 2012 AQMP, which is a regional and multi-agency effort among the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the U.S. Environmental Protection Agency (USEPA). The purpose of the 2012 AQMP is to set forth a comprehensive program that would lead the region into compliance with federal air quality standards for 8-hour ozone ($O_3$) and fine particulate matter with a diameter of 2.5 microns or less (PM2.5). The 2012 AQMP incorporates the latest scientific and technical information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); updated emission inventory methods for various source categories; and SCAG's latest growth forecasts.

The *Final 2016 Air Quality Management Plan* (2016 AQMP) was adopted by the SCAQMD Board on March 3, 2017 and was adopted by CARB on March 23, 2017 for inclusion into the California State Implementation Plan (SIP). The 2016 AQMP is consistent with SCAG's 2016–2040 RTP/SCS that was adopted by SCAG in April 2016.

The two principal criteria for conformance to an AQMP are:

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 air quality standards and

2. Whether the Project would exceed the assumptions in the AQMP.

With respect to the first criterion, the analyses in responses to 5.3(b) and 5.3(c) below demonstrate that the Proposed Project would not generate short-term or long-term emissions of criteria pollutants that could potentially cause an increase in the frequency or severity of existing air quality violations; cause or contribute to new violations; or delay timely attainment of air quality standards.

With respect to the second criterion, the Proposed Project would not increase or modify SCAG's population, housing, or employment projections. Therefore, the Proposed Project would be consistent with the region's AQMP. No impacts would occur and no mitigation is required. This impact would be less than what was identified in EIR 340.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Proposed Project; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

Analyses of the Proposed Project's potential short-term construction and long-term operational air quality impacts are provided below.

**Regional Construction Impacts**

Construction emissions were calculated by using California Emissions Estimator Model (CalEEMod) version 2016.3.1 (CAPCOA 2016). CalEEMod is a computer program accepted by the SCAQMD that is used to estimate anticipated emissions associated with land development projects in California. CalEEMod has separate databases for specific counties and air districts. The Orange County database was used for the Proposed Project. The model calculates emissions of volatile organic compounds (VOC), nitrogen oxides (NOx), PM2.5, respirable

particulate matter with a diameter of ten microns or less (PM10), and carbon monoxide (CO). For this analysis, the results are expressed in pounds per day (lbs/day) and are compared with the mass daily emissions thresholds that were established by SCAQMD as a guideline to determine impact significance under CEQA (SCAQMD 2015).

Construction emissions include exhaust emissions from off-road construction equipment, on-road haul trucks, and vehicles used by workers to commute to and from the Project Site. The model also calculates particulate emissions from dust generated during grading activities and particulates in the exhaust of off-road and on-road vehicles. The analysis of construction emissions assumes grading would be performed in compliance with SCAQMD Rule 403, Fugitive Dust, which requires dust control to limit visible dust from leaving the construction area and is usually achieved by a minimum of twice daily watering of active grading areas.

Construction of the Proposed Project is planned to start in fall 2017 and last approximately three months. Construction assumptions used in emissions modeling are briefly described below. Detailed assumptions and modeling input and output data are provided in Appendix A.

Site-preparation and demolition activities would last approximately 3 ½ weeks and would include the removal of approximately 30 truckloads of debris. Grading activities would occur over a four-week period. Paving activities would last approximately four weeks. Additional construction activities would include utilities installation, sound wall construction, striping (painting) of the parking spaces, and the planting of approximately 300 trees.

The calculated daily construction emissions are shown in Table 2, *Estimated Maximum Daily Construction Emissions (lbs/day)*. Specific inputs to CalEEMod and details of the results are included in Appendix A. As shown in Table 2, *Estimated Maximum Daily Construction Emissions (lbs/day)*, the maximum daily construction emissions would be less than the SCAQMD CEQA significance thresholds and therefore would be less than significant.

**TABLE 2**
**ESTIMATED MAXIMUM DAILY CONSTRUCTION EMISSIONS (LBS/DAY)**

| Year of Construction - 2017 | VOC | NOx | CO | PM10 | PM2.5 |
|---|---|---|---|---|---|
| Project Emissions | 16 | 63 | 24 | 7 | 4 |
| *SCAQMD Thresholds* | *75* | *100* | *550* | *150* | *55* |
| **Exceeds Threshold?** | **No** | **No** | **No** | **No** | **No** |

lbs/day: pounds per day; VOC: volatile organic compounds; NOx: nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter with a diameter of ten microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; SCAQMD: South Coast Air Quality Management District.

Emissions shown are for winter season; summer emissions would be the same or slightly less.

Source: SCAQMD 2015 (thresholds). CalEEMod data can be found in Appendix A.

## Local Construction Emissions

In addition to the mass daily emissions thresholds established by the SCAQMD, short-term local impacts to nearby sensitive receptors from on-site emissions of nitrogen dioxide ($NO_2$), CO, PM10, and PM2.5 are examined based on SCAQMD's localized significance threshold method. To assess local air quality impacts for development projects without complex dispersion modeling, the SCAQMD developed a localized significance thresholds (LST) screening (lookup) tables to assist lead agencies in evaluating impacts.

For the purposes of an LST analysis, the SCAQMD considers receptors where it is possible that an individual could remain for one hour for $NO_2$ and CO exposure and 24 hours for PM10 and PM2.5 exposure. The closest receptors to the proposed construction area would be the residences to the east and south of the Project Site, which are located approximately 38 feet and 45 feet from the property line, respectively. The SCAQMD method prescribes the use of a 25-meter (82-foot) distance factor for all receptors within 25 meters.[2] The analysis of local construction emission impacts is shown in Table 3, *Localized Significance Threshold Construction Emissions*. In the LST analysis, only on-site emissions are considered; therefore, the emissions shown in Table 3, *Localized Significance Threshold Construction Emissions*, are less than those shown in Table 2, *Estimated Maximum Daily Construction Emissions (lbs/day)*. As shown in Table 3, *Localized Significance Threshold Construction Emissions*, on-site construction emissions for the Proposed Project would be less than the SCAQMD LST thresholds, and local impacts would be less than significant.

**TABLE 3**
**LOCALIZED SIGNIFICANCE THRESHOLD CONSTRUCTION EMISSIONS**

| | Emissions (lbs/day) | | | |
|---|---|---|---|---|
| | **NOx** | **CO** | **PM10** | **PM2.5** |
| Construction maximum daily on-site emissions | 43 | 23 | 5 | 3 |
| *SCAQMD LST Thresholds (5-acre site)* | *183* | *1,253* | *13* | *7* |
| **Exceeds Threshold?** | **No** | **No** | **No** | **No** |

NOx: nitrogen oxides; CO: carbon monoxide; PM10: particulate matter with a diameter of 10 microns or less; PM2.5: particulate matter with a diameter 2.5 microns or less; lbs/day: pounds per day; LST: localized significance threshold.

Note: Data is for SCAQMD Source Receptor Area 17, Central Orange County.

Source: SCAQMD 2009 (thresholds). See Appendix A for CalEEMod model outputs.

## Operational Emissions

Operational air pollutant emissions would result from vehicle trips and the use of landscape maintenance equipment. The Proposed Project would add 455 parking spaces to the Toy Story Parking Lot. Trip generation would be 2.20 trips per space per day, equaling 1,001 trips per day (Gibson 2017). Estimated operational emissions were calculated with CalEEMod and are shown in Table 4, *Estimated Maximum Daily Operational Emissions (lbs/day)*, and compared with SCAQMD CEQA significance thresholds. As shown in Table 4, *Estimated Maximum Daily Operational Emissions (lbs/day)*, the maximum daily operational emissions would be less than the SCAQMD CEQA significance thresholds and therefore would be less than significant.

[2] The LST methodology uses the metric system for receptor distances.

**TABLE 4**
**ESTIMATED MAXIMUM DAILY OPERATIONAL EMISSIONS (LBS/DAY)**

| | VOC | NOx | CO | PM10 | PM2.5 |
|---|---|---|---|---|---|
| Area* | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 |
| 1,001 Vehicle Trips | 2 | 12 | 42 | 13 | 4 |
| **Total** | **2** | **12** | **42** | **13** | **4** |
| *SCAQMD Thresholds* | *75* | *100* | *550* | *150* | *55* |
| **Exceeds Threshold?** | **No** | **No** | **No** | **No** | **No** |

* Area emissions include restriping, consumer products, and landscaping.

lbs/day: pounds per day; VOC: volatile organic compounds; NOx: nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; SCAQMD: South Coast Air Quality Management District.

Emissions shown are the higher of winter or summer.

Source: SCAQMD 2011 (thresholds). CalEEMod data can be found in Appendix A.

EIR 340 for the Anaheim Resort Specific Plan analyzed the development of up to 3,349 hotel rooms on the 52.5-acre Toy Story Parking Lot. The hotel rooms would generate an estimated 27,362 daily trips. Trip generation is discussed in detail in Section 5.16, Transportation/Traffic. With implementation of the proposed expansion, which would add 455 new parking spaces, the total Toy Story Parking Lot capacity would be 5,378 spaces, and trip generation for the parking lot is estimated at 11,832 daily trips (Gibson 2017). Therefore, mobile emissions for the Toy Story Parking Lot would be less than for the previously evaluated 3,349 hotel rooms. Similarly, operational emissions from energy use and area sources would be greater for the hotel rooms than for the parking lot. Therefore, total operational emissions for Proposed Project would be less than the previously evaluated hotel rooms and no new operational emissions would result.

As noted previously, EIR 340 concluded that with the implementation of mitigation measures MM 5.2-2 through MM 5.2-7 construction emissions would be less than significant, while operational emissions, even with implementation of MM 5.2-1, would remain significant and unavoidable. The Anaheim City Council adopted a Statement of Overriding Considerations with regard to these potential impacts. The impacts identified for the Proposed Project would be less than the emissions that were identified in EIR 340 for the Project Site.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

The Orange County portion of the SoCAB is a nonattainment area for $O_3$, PM10, and PM2.5. As stated in threshold 5.3(b), no significant increase in regional emissions is anticipated, and the cumulative impact would be less than significant.

Short-term cumulative impacts related to air quality could occur if construction of the 2017 Toy Story Parking Lot Expansion Project and nearby construction activities were to occur simultaneously. In particular, with respect to local impacts, cumulative construction particulate (i.e., fugitive dust) impacts are considered when projects are located within a few hundred yards

of each other. However, as shown in Table 2, *Estimated Maximum Daily Construction Emissions (lbs/day)*, construction emissions would be below the SCAQMD regional significance thresholds; particularly, PM10 and PM2.5 emissions would be less than eight percent of the thresholds. Therefore, construction emissions of nonattainment pollutants would not be cumulatively considerable, and Proposed Project impacts would be less than significant. Mitigation is not required.

EIR 340 found that short-term exposure of persons to PM10 and PM2.5 would be a significant and unavoidable impact. The impacts identified for the Proposed Project would be less than those identified in EIR 340 for the Project Site.

EIR 340 found that the long-term increase in nonattainment pollutants could result in cumulatively considerable impacts that would be significant and unavoidable. The Anaheim City Council adopted a Statement of Overriding Considerations with regard to these potential impacts.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified impacts.

**d) Expose sensitive receptors to substantial pollutant concentrations?**

**Criteria Pollutants from On-Site Construction**

Exposure of persons to NOx, CO, PM10, and PM2.5 emissions is discussed above and the local emissions are summarized in Table 3, *Localized Significance Threshold Construction Emissions*. As discussed, there would be a less than significant impact and no mitigation is required.

**Toxic Air Contaminant (Diesel Particulate Matter) Emissions from On-Site Construction**

Construction activities for the Proposed Project would result in short-term, Project-generated emissions of diesel particulate matter (diesel PM) from the exhaust of off-road, heavy-duty diesel equipment used for site preparation (e.g., demolition, excavation, and grading), paving, and other miscellaneous activities. CARB identified diesel PM as a toxic air contaminant (TAC) in 1998. The dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Thus, the risks estimated for a maximally exposed individual (MEI) are higher if a fixed exposure occurs over a longer time period. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the Project.

There would be relatively few pieces of off-road, heavy-duty diesel equipment during operation of the Proposed Project, and the three-month construction period would be relatively short, especially when compared to a 30-year exposure period. Combined with the highly dispersive properties of diesel PM and additional reductions in exhaust emissions from improved equipment, Project-generated or construction-related emissions of TACs would not expose sensitive receptors to substantial emissions of TACs. The impact would be less than significant.

A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. If a project increases average delay at signalized intersections operating at Level of Service (LOS) E or F or causes an intersection that would operate at LOS D or better without the project to operate at LOS E or F with the project, a

quantitative screening is required. According to **Appendix G**, *Traffic Impact Analysis for the Toy Story Parking Lot Expansion* (TIA) prepared by Gibson Transportation Consulting, Inc. for the Proposed Project, (2017), the addition of traffic resulting from the Proposed Project would not significantly increase the intersection capacity utilization (ICU) or volume to capacity (v/c) and therefore would not increase delay. The TIA 2024 scenario identified two intersections that would operate at LOS E. However, the addition of Project traffic would only increase the v/c ratios by 0.001 and 0.002, respectively. Therefore, the traffic generated by the Proposed Project would not significantly increase delay. Additionally, the Proposed Project would generate fewer daily trips (1,001) than if the Project Site were to be developed according to existing zoning, which would allow for up to 3,349 hotel rooms and generate 27,362 daily trips, as analyzed in EIR 340 (Gibson 2017). Therefore, the Proposed Project would not create a CO hotspot.

EIR 340 found that short-term exposure of persons to PM10 and PM2.5 concentrations exceeding the SCAQMD CEQA significance thresholds would occur during excavation near sensitive receptors; the impact would be significant and unavoidable; that exposure of persons to TACs and to local CO concentrations would be less than significant. The impacts identified for the Proposed Project would be less than those identified in EIR 340 and therefore, would be less than significant.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**e) Create objectionable odors affecting a substantial number of people?**

According to the SCAQMD's *CEQA Air Quality Handbook* (SCAQMD 1993) and as noted in EIR 340, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Proposed Project does not include any uses identified by the SCAQMD as being associated with odors and therefore would not produce objectionable odors. As such, the Proposed Project would have a less-than-significant impact in regards to objectionable odors. This impact identified for the Proposed Project would be consistent with what was identified in EIR 340.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**Conclusion**

Overall, the Proposed Project would be consistent with the project as analyzed in EIR 340. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the Proposed Project (1) would not propose substantial changes; (2) would not have circumstantial changes under which the project is undertaken; and (3) would bring about no new information of substantial importance that would (a) create new significant impacts, (b) increase the severity of previously examined effects, (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible, or (d) introduce mitigation measures that are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the air quality analysis provided in EIR 340 and the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

## Mitigation

The following mitigation measures from Updated and Modified Mitigation Monitoring Program No. 85C were adopted in connection with EIR 340. These measures also would be applicable to the Proposed Project and are included in Mitigation Monitoring Plan No. 344. Due to the nature of the Proposed Project, the timing for implementation of certain measures has been modified. Deletions are shown in ~~strikethrough~~ and additions are shown in **bold**.

**MM 5.2-3** **Prior to issuance of any grading, demolition or building permits, the Property Owner/Developer shall provide a note on the plans confirming that ~~O~~ongoing** during construction, the Property Owner/Developer shall implement measures to reduce construction-related air quality impacts. These measures shall include, but are not limited to:

a. Normal wetting procedures (at least twice daily) or other dust palliative measures shall be followed during earth-moving operations to minimize fugitive dust emissions, in compliance with the City of Anaheim Municipal Code including application of chemical soil stabilizers to exposed soils after grading is completed and replacing ground cover in disturbed areas as quickly as practicable.

b. For Projects where there is excavation for subterranean facilities (such as parking) on-site haul roads shall be watered at least every two hours or the on-site haul roads shall be paved.

c. Enclosing, covering, watering twice daily, or applying approved soil binders, according to manufacturer's specification, to exposed piles.

d. Roadways adjacent to the Project shall be swept and cleared of any spilled export materials at least twice a day to assist in minimizing fugitive dust; and, haul routes shall be cleared as needed if spills of materials exported from the Project Site occur.

e. Where practicable, heavy duty construction equipment shall be kept onsite when not in operation to minimize exhaust emissions associated with vehicles repetitiously entering and exiting the Project Site.

f. Trucks importing or exporting soil material and/or debris shall be covered prior to entering public streets.

g. Taking preventive measures to ensure that trucks do not carry dirt on tires onto public streets, including treating onsite roads and staging areas.

h. Preventing trucks from idling for longer than 2 minutes.

i. Manually irrigate or activate irrigation systems necessary to water and maintain the vegetation as soon as planting is completed.

j. Reduce Traffic speeds on all unpaved road surfaces to 15 miles per hour or less.

k. Suspend all grading operations when wind speeds (as instantaneous gust) exceed 25 miles per hour and during first and second stage smog alerts.

l. Comply with SCAQMD Rule 402, which states that no dust impacts offsite are sufficient to be called a nuisance, and SCAQMD Rule 403, which restricts visible emissions from construction.

m. Use low emission mobile construction equipment (e.g., tractors, scrapers, dozers, etc.) where practicable.

n. Utilize existing power sources (e.g., power poles) or clean-fuel generators rather than temporary power generators, where practicable.

o. Maintain construction equipment engines by keeping them properly tuned.

p. Use low sulfur fuel for equipment, to the extent practicable.

**MM 5.2-4** Prior to issuance of each grading permit (for Import/Export Plan) and prior to issuance of demolition permit (for Demolition Plan), the Property Owner/Developer shall submit Demolition and Import/Export plans. The plans shall include identification of offsite locations for materials export from the Project and options for disposal of excess material. These options may include recycling of materials onsite, sale to a soil broker or contractor, sale to a Project in the vicinity or transport to an environmentally cleared landfill, with attempts made to move it within Orange County. The Property Owner/Developer shall offer recyclable building materials, such as asphalt or concrete for sale or removal by private firms or public agencies for use in construction of other Projects, if not all can be reused on Project Site.

**MM 5.2-6** Prior to ~~the issuance of each building permit~~ **final building and zoning inspection**, the Property Owner/Developer shall implement, and demonstrate to the City, measures that are being taken to reduce operation-related air quality impacts. These measures may include, but are not limited to the following:

~~a. Improve thermal integrity of structures and reduced thermal load through use of automated time clocks or occupant sensors.~~

~~b. Incorporate efficient heating and other appliances.~~

~~c. Incorporate energy conservation measures in site orientation and in building design, such as appropriate passive solar design.~~

d. Use drought-resistant landscaping wherever feasible to reduce energy used in pumping and transporting water.

e. To the extent feasible, provide daycare opportunities for employees or participate in a joint development daycare center.

f. Install facilities for electric vehicle recharging, unless it is demonstrated that the technology for these facilities or availability of the equipment current at the time makes this installation infeasible.

## 5.4 BIOLOGICAL RESOURCES

### 5.4.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

**Anaheim Resort Specific Plan EIR 340**

EIR 340 identified that the ARSP area is located within an urbanized area of the City with no Candidate, Sensitive, or Special Status Species as listed in local regional plans, policies, or regulations, or as designated by the California Department of Fish and Wildlife[3] (CDFW) or the U.S. Fish and Wildlife Service (USFWS). However, MM 5.3-1 and MM 5.3-2 were identified to reduce potential impacts to nesting birds and raptors to less than significant levels. MM 5.3.-1 requires raptor nest surveys and MM 5.3-2 requires a letter detailing the proposed schedule for vegetation removal. Further, EIR 340 concluded that the ARSP area does not function as a migratory corridor or a native wildlife nursery site and no impact would occur.

### 5.4.2 PROJECT ENVIRONMENTAL REVIEW

**Would the Project:**

**a) 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 U.S. Fish and Wildlife Service?**

**b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Services?**

**c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**d) 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?**

**e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?**

The Proposed Project would involve the expansion of an existing temporary surface parking lot. The area proposed for expansion is currently being used as a storm water detention basin; no structures are located within the proposed expansion area. The proposed expansion area is subject to vegetation removal as part of regular maintenance activities. Existing vegetation is limited to low-growth ruderal, weedy species. Consistent with the findings of EIR 340, no special status plant or wildlife species are expected to occur on the Project Site due to the lack of suitable habitat; there are no sensitive biological resources due to the lack of vegetation on the Project

[3] California Department of Fish and Wildlife is previously known, and referred to in EIR No. 340, as the California Department of Fish and Game.

Site, the isolated nature of the site, and the urban nature of the surrounding area. Specifically, the Proposed Project would not create impacts related to habitat modification, effects on riparian habitat or sensitive natural communities; federally protected wetlands; migratory wildlife corridors; or native wildlife nursery sites. The Proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or State habitat conservation plan since no habitat, wetlands, or corridors are present on the Project Site or nearby.

Consistent with the findings of EIR 340, there are ornamental trees along the perimeters of the proposed expansion area that may have the potential to be used by nesting birds, including raptors. State regulations (*California Fish and Game Code*, Sections 3503, 3503.5, and 3513) prohibit activities that "take, possess or destroy" any raptor nest or egg. Therefore, if construction is initiated during the raptor nesting season (February 1 to June 30), implementation of the Proposed Project has the potential to impact nesting raptors, thus resulting in a significant impact, as noted in EIR 340. This impact would be reduced to a less than significant level with implementation of MM 5.3-1 from Updated and Modified MMRP No. 85C. In addition, ornamental vegetation along the perimeters of the proposed expansion area has the potential to support nesting birds. Pursuant to the Migratory Bird Treaty Act (MBTA) and consistent with the findings of EIR 340, disturbance of nesting birds would represent a significant impact; therefore, implementation of the Proposed Project has the potential to impact nesting birds that are protected by the MBTA. This impact would be reduced to a less than significant level with implementation of MM 5.3-2 from Updated and Modified MMRP No. 85C, which requires avoidance of nesting birds throughout the nesting season (typically March 1 through July 31).

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

## Conclusion

Overall, the Proposed Project would be consistent with the project as analyzed in EIR 340. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the Proposed Project (1) would not propose substantial changes; (2) would not have circumstantial changes under which the project is undertaken; and (3) would bring about no new information of substantial importance that would (a) create new significant impacts, (b) increase the severity of previously examined effects, (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible, or (d) introduce mitigation measures that are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the biological resources analysis provided in the EIR 340.

## Mitigation

The following mitigation measures from Updated and Modified Mitigation Monitoring Program No. 85C were adopted in connection with EIR 340. These measures also would be applicable to the Proposed Project, and are included in Mitigation Monitoring Plan No. 344.

**MM 5.3-1** Prior to the issuance of a demolition permit, grading permit, or building permit, whichever occurs first, a survey for active raptor nests shall be conducted by a qualified Biologist and submitted to the Planning Department 30 days prior to commencement of any demolition or construction activities during the raptor nesting season (February 1 to June 30) and within 500 feet of a fan palm, juniper, or canary island pine. Should an active nest be identified, restrictions defined by a

qualified Biologist will be placed on construction activities in the vicinity of any active nest observed until the nest is no longer active, as determined by a qualified Biologist. These restrictions may include a 300- to 500-foot buffer zone designated around a nest to allow construction to proceed while minimizing disturbance to the active nest. Once the nest is no longer active, construction can proceed within the buffer zone.

**MM 5.3-2** Prior to the issuance of a demolition permit, grading permit, or building permit, whichever occurs first, a letter detailing the proposed schedule for vegetation removal activities shall be submitted to the Planning Department, verifying that removal shall take place between August 1 and February 28 to avoid the bird nesting season. This would ensure that no active nests would be disturbed. If this is not feasible, then a qualified Biologist shall inspect any trees which would be impacted prior to demolition, grading or construction activities to ensure no nesting birds are present. If a nest is present, then appropriate minimization measures shall be developed by the Biologist.

## 5.5 CULTURAL RESOURCES

### 5.5.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

**Anaheim Resort Specific Plan EIR 340**

According to EIR 340, no designated historical resources exist within the ARSP area; however, implementation of MM 5.4-3, which requires evidence that any structures aged 45 years or older are not eligible for historical designation, would preclude any impacts to unknown historical resources. Further, no resources are anticipated to be discovered in the ARSP area; however, implementation of MM 5.4-1 and MM 5.4-2, which require evidence that an archaeologist and a paleontologist have been hired for the Proposed Project, would mitigate the potential for disturbing unidentified significant cultural resources. EIR 340 concluded that there is no evidence of Native American human remains in the ARSP area and that adherence to Section 5097.98 of the *California Public Resources Code* and California Health and Section 7050.5 of the *California Health and Safety Code* would ensure that no significant impact would occur.

### 5.5.2 PROJECT ENVIRONMENTAL REVIEW

**Would the Project:**

**a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines and/or identified on the Qualified Historic Structures list of the Anaheim Colony Historic District Preservation Plan (July 20, 1999)?**

**b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?**

**c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**d) Disturb any human remains, including those interred outside of formal cemeteries?**

The Proposed Project would involve the expansion of an existing temporary surface parking lot. The area proposed for expansion is currently being used as a storm water detention basin; no structures are located within the proposed expansion area. Ground disturbance would be limited

to the areas subject to prior disturbance associated with previous activities, including the installation of utility lines, historic agricultural uses, vegetation removal, and the construction of the surrounding land uses. Therefore, no new areas would be subject to impacts and no new impacts related to cultural resources would occur. As noted in EIR 340, there are no designated or eligible historical resources in the Project area. Additionally, the Project Site is part of a highly urbanized area. As noted in EIR 340, no archaeological or paleontological resources have been identified within or near the ARSP and no known unique geologic features are located within the ARSP. Consistent with the findings in EIR 340, no resources are anticipated to be discovered in the ARSP area; however, implementation of MMs 5.4-1 and 5.4-2 from EIR 340 would mitigate the potential for disturbing unidentified significant cultural resources.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

## Conclusion

Overall, the Proposed Project would be consistent with the project as analyzed in EIR 340. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the Proposed Project (1) would not propose substantial changes; (2) would not have circumstantial changes under which the project is undertaken; and (3) would bring about no new information of substantial importance that would (a) create new significant impacts, (b) increase the severity of previously examined effects, (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible, or (d) introduce mitigation measures that are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the cultural resources analysis provided in EIR 340.

## Mitigation

The following mitigation measures from Updated and Modified Mitigation Monitoring Program No. 85C were adopted in connection with EIR 340. These measures also would be applicable to the Proposed Project, and are included in Mitigation Monitoring Plan No. 344.

**MM 5.4-1** Prior to issuance of each grading permit, the Property Owner/Developer shall submit a letter identifying the certified archaeologist that has been hired to ensure that the following actions are implemented:

a. The archaeologist must be present at the pre-grading conference in order to establish procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of artifacts if potentially significant artifacts are uncovered. If artifacts are uncovered and determined to be significant, the archaeological observer shall determine appropriate actions in cooperation with the Property Owner/Developer for exploration and/or salvage.

b. Specimens that are collected prior to or during the grading process will be donated to an appropriate educational or research institution.

c. Any archaeological work at the site shall be conducted under the direction of the certified archaeologist. If any artifacts are discovered during grading operations when the archaeological monitor is not present, grading shall be diverted around the area until the monitor can survey the area.

d. A final report detailing the findings and disposition of the specimens shall be submitted to the City Engineer. Upon completion of the grading, the archaeologist shall notify the City as to when the final report will be submitted.

**MM 5.4-2** Prior to issuance of each grading permit, the Property Owner/Developer shall submit a letter identifying the certified paleontologist that has been hired to ensure that the following actions are implemented:

a. The paleontologist must be present at the pre-grading conference in order to establish procedures to temporarily halt or redirect work to permit the sampling, identification, and evaluation of fossils if potentially significant paleontological resources are uncovered. If artifacts are uncovered and found to be significant, the paleontological observer shall determine appropriate actions in cooperation with the Property Owner/Developer for exploration and/or salvage.

b. Specimens that are collected prior to or during the grading process will be donated to an appropriate educational or research institution.

c. Any paleontological work at the site shall be conducted under the direction of the certified paleontologist. If any fossils are discovered during grading operations when the paleontological monitor is not present, grading shall be diverted around the area until the monitor can survey the area.

## 5.6 GEOLOGY

### 5.6.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

**Anaheim Resort Specific Plan EIR 340**

EIR 340 identified active and potentially active faults in the region that could result in seismic-related impacts to future development projects associated with the buildout of the ARSP. Seismic events along these faults have the potential to result in strong ground motion. EIR 340 concluded that potential impacts related to seismic ground shaking would be reduced to less than significant levels with implementation of MM 5.5-1 through MM 5.5-6; conformance with the applicable requirements listed in the Anaheim Municipal Code; and with conformance to the California Building Code. MM 5.5-1 through MM 5.5-4 and MM 5.5-6 replicate the requirements under MM 3.6-1 through MM 3.6-5 in EIR 311. MM 5.5-5 requires the implementation of standard practices under all applicable codes and ordinances.

As noted in EIR 340, the ARSP area is located in a relatively flat area with minimal potential for erosion impacts due to the high amount of urban development and low amount of bare ground. However, during demolition and construction activities when areas are exposed to erosion and loss of topsoil, adherence to all applicable local and State codes and requirements for erosion control and grading and compliance with the National Pollutant Discharge Elimination System (NPDES) permit and the subsequent development of a Storm Water Pollution Prevention Plan (SWPPP) would ensure impacts would be less than significant.

Additionally, expansive soils are known to exist in the ARSP area; however, implementation of mitigation measures MM 5.5-1 through MM 5.5-6 requiring adherence to measures requiring detailed foundation design and preparation of a report to analyze foundation excavations would reduce potential impacts to less than significant levels.

### 5.6.2 PROJECT ENVIRONMENTAL REVIEW

The following analysis is based on **Appendix B-1,** *Preliminary Soil Investigation Report, Southeast Corner of Toy Story Parking Lot, Disneyland, 1900 South Harbor Boulevard, Anaheim, California* (Soil Investigation), prepared for the Proposed Project by GeoMat Testing Laboratories, Inc. (2016a) and **Appendix B-2,** *Basic Soil Infiltration Report, Southeast Corner of Toy Story Parking Lot, Disneyland, 1900 South Harbor Boulevard, Anaheim, California* (Soil Investigation), prepared for the Proposed Project by GeoMat Testing Laboratories, Inc. (2016a).

**Would the Project:**

**a) Expose people or structures to 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 a 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?**

According to the Soils Investigation, the Project Site is not located within an Alquist-Priolo Earthquake Fault zone, nor is it within a currently established Earthquake Fault Zone for surface fault rupture hazards. The nearest faults are the Inglewood Fault, located approximately 9.5 miles southwest of the Project Site, and the Whittier Fault, located approximately ten miles northeast of the Project Site. Seismic risk at the Project Site was comprehensively analyzed as part of the previous environmental documentation and nothing has changed related to local geologic conditions. Consistent with the findings in EIR 340, the Soils Investigation concluded that the Project is located in a region with active earthquakes and strong seismic motions of earthquakes could affect the Proposed Project. Consistent with the analysis in EIR 340, construction associated with the Proposed Project would occur in a manner consistent with City and State codes and applicable mitigation measures MM 5.5-5 and MM 5.5-6 from EIR 340. The Proposed Project would comply with applicable mitigation measures as detailed below; therefore, impacts related to exposure of people or structures to seismic-related hazards including fault rupture, seismic ground shaking, seismic-related ground failure, or landslides, would be the same for the Proposed Project.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**b) Result in substantial soil erosion or the loss of topsoil?**

Due to the nature of the Proposed Project and the location of the Project Site within a relatively flat and developed area, the Proposed Project is not anticipated to result in substantial erosion or loss of topsoil. According to the Soil Investigation, the existing slope along the perimeter of the site is considered to be stable. As noted in Section 4.0, Project Description, the slope would be landscaped with goundcover and shrubs, which would serve to further stabilize the slope surface and reduce the potential for soil erosion and loss of topsoil. Furthermore, construction activities would be performed pursuant to the current NPDES permit requirements as discussed in more detail in Section 5.10, Hydrology and Water Quality. EIR 340 assumed development of the Project

Site consistent with the uses defined in the ARSP. No additional ground disturbance beyond what was previously evaluated would occur.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**c) 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- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

Consistent with the findings of EIR 340, the Soil Investigation identifies that the Project Site, is not located on a geologic unit or soil that is unstable. Specifically, the Project Site is not in an area susceptible to liquefaction or subsidence. Additionally, the Project Site is not located in an area that would be susceptible to landslides. This impact is consistent with that identified in EIR 340 related to ARSP buildout.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

As noted in EIR 340, the ARSP area contains soils that range from having “low” to “high” expansion potential. According to the Soil Investigation, on-site soils are sandy and are considered to be very low in expansion potential; therefore, a less than significant impact would occur. This impact is consistent with that identified in EIR 340 related to buildout of the ARSP.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**e) 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?**

Consistent with the analysis in EIR 340, the Proposed Project would not involve the use of septic tanks or alternative wastewater disposal systems. The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

## Conclusion

Overall, the Proposed Project would be consistent with the project as analyzed in EIR 340. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the Proposed Project (1) would not propose substantial changes; (2) would not have circumstantial changes under which the project is undertaken; and (3) would bring about no new information of substantial importance that would (a) create new significant impacts, (b) increase the severity of previously examined effects, (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible, or (d) introduce mitigation measures

that are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the geology and soils analysis provided in EIR 340.

**Mitigation**

The following mitigation measures from Updated and Modified Mitigation Monitoring Program No. 85C were adopted in connection with EIR 340 These measures also would be applicable to the Proposed Project, and are included in Mitigation Monitoring Plan No. 344. Due to the nature of the Proposed Project, the timing for implementation of certain measures has been modified. Deletions are shown in ~~strikethrough~~ and additions are shown in **bold**.

**MM 5.5-5** Grading plans shall note that ongoing during grading activities, the Property Owner/Developer shall implement standard practices for all applicable codes and ordinances to prevent erosion to the satisfaction of the Planning and Building Department, Building Services Division.

**MM 5.5-6** Prior to issuance of grading permits, the Property Owner/Developer shall submit to the ~~Planning and Building Department, Building Services Division~~ **Public Works Department, Development Services Division the** geologic and geotechnical investigations in areas of potential seismic or geologic hazards and provide a note on plans that all grading operations will be conducted in conformance with the recommendations contained in the applicable geotechnical investigation.

## 5.7 GREENHOUSE GAS EMISSIONS

### 5.7.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

**Anaheim Resort Specific Plan EIR 340**

EIR 340 concluded that although the Proposed Project would not conflict with applicable regulations and policies adopted for the purpose of reducing greenhouse gas (GHG) emissions and although feasible mitigation measures would be incorporated into the Proposed Project, the magnitude of the increase in GHG emissions would remain cumulatively considerable and the impact to GHG emissions would be significant and unavoidable. The Anaheim City Council adopted a Statement of Overriding Considerations with regard to these potential impacts. The following MMs were identified as applicable to the continued development of the ARSP: MMs 5.2-1, 5.2-4, 5.2-5, and 5.2-6 requiring compliance with construction practices to reduce air pollutant emissions; MM 5.8-5 requiring installation of piping for reclaimed water; MM 5.14-4, 5.14-5, 5.14-8, 5.14-9, 5.14-20, 5.14-21, and 5.14-23 requiring participation in local transit operations, rideshare services, and transportation demand management programs; MMs 5.15-1 and 5.15-4 requiring use of water conservation measures; MMs 5.17-1, 5.17-3, and 5.17-4 requiring implementation of energy efficient measures; MM 5.19-1, 5.19-2, 5.19-4, and 5.19-5 requiring implementation of measures to reduce solid waste.

### 5.7.2 PROJECT ENVIRONMENTAL REVIEW

The following analysis is based on **Appendix A,** *Toy Story Parking Lot Project Air Quality and Greenhouse Gas Emissions Modeling Data* (Air Quality and GHG Data), prepared for the Proposed Project by Psomas (2016a).

**Would the Project:**

**a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

In developing methods for GHG impact analysis, there have been suggestions of quantitative thresholds (often referred to as screening levels) that define an emissions level below which it may be presumed that climate change impacts would be less than significant. Neither the SCAQMD nor the City of Anaheim has adopted a GHG emissions significance threshold for non-industrial development Projects. Consequently, the City has determined, pursuant to the discretion afforded by Sections 15064.4(a) and 15064.4(b) of the State CEQA Guidelines, that the impact of the Proposed Project's GHG emissions be assessed based on the methodologies proposed by SCAQMD's GHG CEQA Significance Threshold Working Group. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for a tiered threshold approach wherein Tier 1 determines if a Project qualifies for an applicable CEQA exemption; Tier 2 determines consistency with GHG reduction plans; and Tier 3 proposes a numerical screening value as a threshold. At their September 28, 2010, meeting, the Working Group suggested a Tier 3 threshold of 3,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year for all non-industrial (i.e. residential or commercial) land use types.[4] In the absence of adopted thresholds, the City has decided to assess the significance of the Project's GHG emissions using this SCAQMD proposed Tier 3 screening threshold (SCAQMD 2010). It is noted that the use of the Tier 3 threshold is selected for the Proposed Project because the Project Site is located in the South Coast Air Basin and these thresholds are based on the best available information and data at the time this document was prepared. The development of CEQA Project-level thresholds is an ongoing effort on State and regional levels, and significance thresholds may differ for future Projects based on new or additional data and information that may be available at that time. However, this analysis approach is consistent with that used for EIR 340.

**Construction**

Construction GHG emissions are generated by vehicle engine exhaust from construction equipment, on-road hauling trucks, vendor trips, and worker commuting trips. Construction GHG emissions were calculated by using the California Emissions Estimator Model (CalEEMod) version 2016.3.1. The model and construction assumptions are described in Section 5.3, Air Quality, and are included in Appendix A. The estimated construction GHG emissions for the Proposed Project are shown in Table 5, *Estimated GHG Emissions from Construction*.

Impacts from construction activities occur over a relatively short period of time, therefore, they contribute a small portion of the overall lifetime Project GHG emissions. In addition, GHG emission reduction measures for construction equipment are relatively limited. Therefore, the SCAQMD recommends that construction emissions be amortized over a 30-year Project lifetime so that GHG reduction measures address construction GHG emissions as part of the operational GHG reduction strategies (SCAQMD 2008). As shown in Table 5, *Estimated GHG Emissions from Construction*, the 30-year amortized construction emissions would be five $MTCO_2e$ per year.

[4] The SCAQMD recommended threshold for industrial development projects is 10,000 $MTCO_2e$ per year.

**TABLE 5**
**ESTIMATED GHG EMISSIONS FROM CONSTRUCTION**

| Year | Emissions $MTCO_2e$ |
|---|---|
| 2017 | 156 |
| **Annual Emissions*** | **5** |

$MTCO_2e$: metric tons of carbon dioxide equivalent
* Total amortized over 30 years
See Appendix A for CalEEMod model outputs.

As discussed previously, EIR 340 assumed development of the Project Site with up to 3,349 hotel rooms, which would be a substantially larger construction effort than the proposed 5,378 space temporary parking lot. Therefore, construction GHG emissions would be less than previously analyzed in EIR 340.

## Operations

Operational GHG emissions would result from vehicle trips, the electrical energy used for additional lighting, the electrical energy used to treat and deliver irrigation and maintenance water to the Project Site, and the use of landscape maintenance equipment. The Proposed Project would add 455 parking spaces to the Toy Story Parking Lot. Trip generation would be 2.20 trips per space per day, equaling 1,001 trips per day (Gibson 2017). Estimated GHG emissions were calculated with CalEEMod to be 2,487 $MTCO_2e$ per year, as shown in Table 6, *Estimated Operational GHG Emissions*. When the amortized construction emissions from Table 5, *Estimated GHG Emissions from Construction*, are combined with the 2,487 $MTCO_2e$ per year operational emissions from Table 6, *Estimated Operational GHG Emissions*, the total Proposed Project GHG emissions are estimated at 2,492 $MTCO_2e$ per year. This value is less than the 3,000 $MTCO_2e$ per year screening threshold described above. Thus, the Project GHG emissions would result in a less than significant impact.

**TABLE 6**
**ESTIMATED OPERATIONAL GHG EMISSIONS**

| Source | Emissions $MTCO_2e$/year |
|---|---|
| Area – Landscape equipment | <0.5 |
| Energy | 28 |
| Vehicle trips | 2,449 |
| Water | 11 |
| **Total** | **2,487** |

$MTCO_2e$: metric tons of carbon dioxide equivalent
See Appendix A for CalEEMod model outputs.

As discussed above, EIR 340 for the Anaheim Resort Specific Plan analyzed the development of up to 3,349 hotel rooms on the 52.5-acre Toy Story Parking Lot. The hotel rooms would generate an estimated 27,362 daily trips. Trip generation is discussed in detail in Section 5.16, Transportation/Traffic. With implementation of the proposed expansion, the total Toy Story Parking Lot capacity would be 5,378 spaces, and trip generation for the parking lot is estimated

at 11,832 daily trips. Therefore, vehicle GHG emissions for the Toy Story Parking Lot would be less than for the previously evaluated hotel rooms. Similarly, GHG emissions from energy use, water use, and landscape maintenance would be greater for the hotel rooms than for the parking lot. Therefore, total GHG emissions for the Proposed Project would be less than the previously evaluated hotel rooms.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

There are numerous State plans, policies and regulations adopted for the purpose of reducing GHG emissions. The principal overall State plans and policies are Executive Order (EO) S-3-05; Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006; EO B-30-15; and Senate Bill (SB) 32. EO S-3-05 calls for a reduction in GHG emissions to the year 2000 level by 2010, to year 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. EO B-30-15 which orders "A new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 . . . to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050". SB 32 requires CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030.

Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493), the Low Carbon Fuel Standard, and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the statewide level; as such, compliance at the Project level is not addressed. Therefore, the Proposed Project does not conflict with those plans and regulations.

Implementation of the mitigation measures from Updated and Modified Mitigation Monitoring Program No. 85C for the Proposed Project, as described in the mitigation section below, would provide GHG emission reductions through reduced vehicle miles traveled, reduced water use, and improved energy efficiency. Thus, the Proposed Project is consistent with EO S-3-05, AB 32, EO B-30-15, and SB 32, and it can be concluded that the Proposed Project would not conflict with an applicable plan, policy, or regulation of State, regional, or local agencies. This impact would be less than significant. This impact identified for the Proposed Project would be consistent with what was identified in EIR 340.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**Conclusion**

Overall, the Proposed Project would be consistent with the project as analyzed in EIR 340. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the Proposed Project (1) would not propose substantial changes; (2) would not have circumstantial changes under which the project is undertaken; and (3) would bring about no new information of substantial importance that would (a) create new significant impacts, (b) increase the severity of previously examined effects, (c) determine that mitigation measures or alternatives

previously found not to be feasible would, in fact, be feasible, or (d) introduce mitigation measures that are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the greenhouse gas emissions analysis provided in EIR 340.

## Mitigation

The following mitigation measures from Updated and Modified Mitigation Monitoring Program No. 85C were adopted in connection with EIR 340. These measures also would be applicable to the Proposed Project, and are included in Mitigation Monitoring Plan No. 344. Due to the nature of the Proposed Project, the timing for implementation of certain measures has been modified. Deletions are shown in ~~strikethrough~~ and additions are shown in **bold**.

**MM 5.2-4** Prior to issuance of each grading permit (for Import/Export Plan) and prior to issuance of demolition permit (for Demolition Plan), the Property Owner/Developer shall submit Demolition and Import/Export plans. The plans shall include identification of offsite locations for materials export from the Project and options for disposal of excess material. These options may include recycling of materials onsite, sale to a soil broker or contractor, sale to a Project in the vicinity or transport to an environmentally cleared landfill, with attempts made to move it within Orange County. The Property Owner/Developer shall offer recyclable building materials, such as asphalt or concrete for sale or removal by private firms or public agencies for use in construction of other Projects, if not all can be reused on Project Site.

**MM 5.2-6** Prior to ~~the issuance of each building~~ **final building and zoning inspection**, the Property Owner/Developer shall implement, and demonstrate to the City, measures that are being taken to reduce operation-related air quality impacts. These measures may include, but are not limited to the following:

~~a. Improve thermal integrity of structures and reduced thermal load through use of automated time clocks or occupant sensors.~~

~~b. Incorporate efficient heating and other appliances.~~

~~c. Incorporate energy conservation measures in site orientation and in building design, such as appropriate passive solar design.~~

d. Use drought-resistant landscaping wherever feasible to reduce energy used in pumping and transporting water.

e. To the extent feasible, provide daycare opportunities for employees or participate in a joint development daycare center.

f. Install facilities for electric vehicle recharging, unless it is demonstrated that the technology for these facilities or availability of the equipment current at the time makes this installation infeasible.

**MM 5.8-5** Prior to final building and zoning inspection, the Property Owner/Developer shall install piping on-site with Project water mains so that reclaimed water may be used for landscape irrigation, if and when it becomes available.

**MM 5.15-1** Prior to issuance of each ~~building~~ **grading** permit (to be implemented prior to final building and zoning inspections, and continuing on an on-going basis during Project operation), the property owner/ developer shall submit to the Public Utilities

Department plans for review and approval which shall ensure that water conservation measures are incorporated. The water conservation measures to be shown on the plans and implemented by the Property Owner/Developer, to the extent applicable include, but are not limited to, the following:

a. Use of low-flow sprinkler heads in irrigation systems.

b. Use of waterway recirculation systems.

~~c. Low-flow fittings, fixtures, and equipment, including low flush toilets and urinals.~~

~~d. Use of self-closing valves on drinking valves.~~

e. Use of efficient irrigation systems such as drip irrigation and automatic systems which use moisture sensors.

~~f. Use of low-flow shower heads in hotels.~~

~~g. Water efficient ice-machines, dishwashers, clothes washers and other water-using appliances.~~

h. Use of irrigation systems primarily at night when evaporation rates are lowest.

i. Provide information to the public in conspicuous places regarding water conservation.

j. Use of water conserving landscape plant materials wherever feasible.

**MM 5.15-4** Prior to ~~the issuance of each building permit~~ **approval of the final site plan**, the Property Owner/Developer shall submit a landscape and irrigation plan which shall be prepared and certified by a licensed landscape architect. The irrigation plan shall specify methods for monitoring the irrigation system. The system shall ensure that irrigation rates do not exceed the infiltration of local soils, that the application of fertilizers and pesticides do not exceed appropriate levels of frequencies, and that surface runoff and overwatering is minimized. The landscaping and irrigation plans shall include water-conserving features such as low flow irrigation heads, automatic irrigation scheduling equipment, flow sensing controls, rain sensors, soil moisture sensors, and other water-conserving equipment. The landscaping and irrigation plans shall indicate that separate irrigation lines for recycled water shall be constructed and recycled water will be used when it becomes available. All irrigation systems shall be designed so that they will function properly with recycled water.

**MM 5.19-5** Prior to issuance of each grading ~~and building~~ permit, the Property Owner/Developer shall submit to the Planning Director or Planning Services Manager for approval a Construction Waste Management Plan that, at a minimum, specifies that at least 75 percent of non-hazardous construction and demolition debris shall be recycled or salvaged and identifies the materials to be diverted from disposal and whether the materials will be sorted on site or co-mingled.

## 5.8 HAZARDS AND HAZARDOUS MATERIALS

### 5.8.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

**Anaheim Resort Specific Plan EIR 340**

According to EIR 340, buildout of the ARSP would have the potential to disturb lead-based paints (LBP) and asbestos-containing materials (ACM) depending on the age of existing structures in the ARSP area. Additionally, given the presence of underground storage tanks, including ones which have been identified as having leaked, buildout of the ARSP would have the potential to disturb hazardous materials. MM 5.7-1 through MM 5.7-5 relate to USTs; MM 5.7-6 requires compliance with the State of California Hazardous Substances Control Law; and MM 5.7-7 requires a Phase I Environmental Site Assessment. With implementation of these mitigation measures, potential impacts related to hazardous material on or near the ARSP area would be reduced to less than significant levels.

### 5.8.2 PROJECT ENVIRONMENTAL REVIEW

**Would the Project:**

**a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**b) 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?**

Although there are no existing or proposed industrial uses onsite requiring regular transport, use, and disposal of hazardous materials, there is expected to be incidental use of materials categorized as “hazardous” during construction activities associated with the Proposed Project. These materials include paints, solvents, certain cleaners and other corrosive materials. Those that use these materials are required to comply with all regulations governing their use. All future construction of the Proposed Project would comply with all applicable federal, State, and local laws and regulations regarding hazardous waste, including the Hazardous Materials Transportation Act, the Resource Conservation and Recovery Act, the California Hazardous Waste Control Act, and the California Accidental Release Prevention Program.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

The Project Site is located within ¼ mile of an existing school; specifically, the nearest school is Ponderosa Elementary School, which is located southeast of the Project Site. However, as noted above, the Proposed Project would not involve the storage, handling or transport of hazardous materials beyond those associated with typical construction activities. The handling and transport of these materials would be conducted in compliance with all applicable federal, State, and local laws and regulations regarding hazardous waste.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**d) 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?**

The following analysis is based on **Appendix C,** *Toy Story Parking Lot CUP Amendment 2016, 1900 S. Harbor Boulevard, Anaheim, CA 92802, Inquiry Number: 4652523.2s* (EDR Radius Map Report), prepared for the Proposed Project by EDR (2016).

According to the EDR Radius Map Report, search parameters were based on a one-mile radius of the Project Site and consisted of a search of federal, State, local, tribal, and other databases. The complete list of databases and additional information regarding the Project Site can be found in Appendix C. Based on a review of the EDR Radius Map Report, the Project Site is listed on multiple databases including the Facility Index System/Facility Registry System (FINDS); the Enforcement and Compliance History Information (ECHO); the National Pollution Discharge Elimination System (NPDES); the Resource Conservation and Recovery Act (RCRA) Non Generators/No Longer Regulated (NonGen/NLR) list; Facility and Manifest Data (HAZNET); the Hazardous Substance Storage Container Database which contains a historical listing of underground storage tanks (HIST UST); and a list of industrial site cleanups (Orange Co. Industrial Site). These listings are reported under the Disneyland Resort KCML and Fujishige Farms located at 1854 South Harbor Boulevard, which is considered to be part of the Proposed Project Site. The Project Site is also listed as the Disneyland Resort (Remote Site) and Toy Story Parking Lot Expansion located at 1900 S. Harbor Boulevard, which is the official address for the Project Site, and is listed within the RCRA large quantity generator (LQG) database, which includes LQGs generating over 1,000 kilograms (kg) of hazardous waste, or over one kg of acutely hazardous waste per month. Each of the identified site listings are either closed (in the case of the historic underground storage tanks), have no reported violations, or are reports of historic agricultural activities; none of these sites pose a hazard to the Proposed Project. Additionally, due to the largely developed nature of the Project Site and its relatively flat topography, no hazardous materials site listings located outside the Project Site boundaries pose a hazard to the Project Site. Further, implementation of MMs 5.7-4 and 5.7-6 from EIR 340 listed below would ensure that any unforeseen impacts related to hazardous materials would be less than significant. No new impacts related to hazardous materials sites are anticipated and no additional mitigation is required.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**e) For a Project located within an airport land use plan (Los Alamitos Armed Forces Reserve Center or Fullerton Municipal Airport), would the Project result in a safety hazard for people residing or working in the Project area?**

**f) For a Project within the vicinity of a private airstrip, heliport or helistop, would the Project result in a safety hazard for people residing or working in the Project area?**

The Project Site is not within an adopted Airport Land Use Plan or located in the vicinity of a private airstrip, heliport, or helistop. No new impacts are anticipated.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

According to the *City of Anaheim General Plan's* Safety Element (May 2004), the City has an emergency preparedness plan that complies with State law and that interfaces with other cities and counties in Southern California. Project implementation would neither impair implementation of, nor would it interfere with an emergency response plan or emergency evacuation plan because there would be no changes to local roadways or the circulation network; no significant increased density would occur at the Project Site beyond what was evaluated as part of EIR 340. Additionally, with implementation of mitigation measures identified in Section 5.16, Transportation/Traffic, of this Addendum, traffic associated with the Proposed Project would not create roadway segment or intersection deficiencies that would affect an emergency response or evacuation plan.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

The Project Site is located within an urban area surrounded by development and would not be subject to wildland fire risks.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

## Conclusion

Overall, the Proposed Project would be consistent with the project as analyzed in EIR 340. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the Proposed Project (1) would not propose substantial changes; (2) would not have circumstantial changes under which the project is undertaken; and (3) would bring about no new information of substantial importance that would (a) create new significant impacts, (b) increase the severity of previously examined effects, (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible, or (d) introduce mitigation measures that are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the hazards and hazardous materials analysis provided in EIR 340.

## Mitigation

The following mitigation measures from Updated and Modified Mitigation Monitoring Program No. 85C were adopted in connection with EIR 340. These measures also would be applicable to the Proposed Project, and are included in Mitigation Monitoring Plan No. 344. Due to the nature of

the Proposed Project, the timing for implementation of certain measures has been modified. Deletions are shown in ~~strikethrough~~ and additions are shown in **bold**.

**MM 5.7-4** Prior to issuance of the first grading or demolition permit, whichever occurs first, the Property Owner/Developer shall submit a plan for review and approval of the Fire Department which details procedures that will be taken if previously unknown USTs, or other unknown hazardous material or waste, is discovered onsite.

**MM 5.7-6** Ongoing during Project ~~demolition and~~ construction, in the event that hazardous waste, including asbestos, is discovered during site preparation or construction, the Property Owner/Developer shall ensure that the identified hazardous waste and/or hazardous material are handled and disposed of in the manner specified by the State of California Hazardous Substances Control Law (Health and Safety Code, Division 20, Chapter 6.5), and according to the requirements of the California Administrative Code, Title 30, Chapter 22.

## 5.9 HYDROLOGY AND WATER QUALITY

### 5.9.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

**Anaheim Resort Specific Plan EIR 340**

According to EIR 340, implementation of the ARSP Project would result in short-term construction-related and long-term operational water quality impacts. However, implementation of MMs 5.8-1 through 5.8-6 and compliance with the standard requirements reduces these impacts to a level considered to be less than significant. Although direct impacts to the underlying groundwater resources would not occur, indirect impacts associated with the anticipated increase in long-term demand for domestic water, landscape irrigation, and maintenance activities would be significant. Implementation of the proposed mitigation would reduce demand for groundwater resources, and potential impacts would be mitigated to less than significant levels.

As identified in EIR 340, implementation of the ARSP Project would result in site-specific changes to drainage patterns on development sites, but would not adversely impact regional hydrology or drainage flows in the surrounding area. It was found that potential increases in impervious surfaces could increase runoff rates and volumes, while reducing potential for soil erosion. Additionally, the ARSP Project has the potential to increase runoff volumes and rates to exacerbate existing deficiencies, potentially leading to localized street flooding. However, implementation of the mitigation measures and compliance with standard requirements would reduce impacts to less than significant levels.

### 5.9.2 PROJECT ENVIRONMENTAL REVIEW

**Would the Project:**

**a) Violate any water quality standards or waste discharge requirements?**

**f) Otherwise substantially degrade water quality?**

**k) Substantially degrade water quality by contributing pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling, or storage, delivery areas, loading docks or other outdoor work areas?**

**l) Substantially degrade water quality by discharge which affects the beneficial uses (i.e., swimming, fishing, etc.) of the receiving or downstream waters?**

The following analysis is based on **Appendix D,** *Preliminary Water Quality Management Plan (WQMP) for Toy Story Southeast Parking Lot at Detention Basin* (Preliminary WQMP), prepared for the Proposed Project by MK Engineering Group (2016a).

**Construction-Related Impacts**

Storm water runoff from the Project Site could contain pollutants such as soils and sediments that are released during grading and excavation activities and petroleum-related pollutants due to spills or leaks from heavy equipment and machinery. Other common pollutants that can result from construction activities include solid or liquid chemical spills; concrete and related cutting or curing residues; wastes from paints, stains, sealants, solvents, detergents, glues, acids, lime, and cleaning agents; and heavy metals from equipment.

The Proposed Project would involve construction activities that disturb one acre or more of land and would be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board (SWRCB), Division of Water Quality. A Storm Water Pollution Prevention Plan (SWPPP) is required for a Project to be covered under the NPDES General Construction permit and must include best management practices (BMPs) to reduce water quality impacts. These BMPs include various measures to control on-site erosion; to reduce sediment flows into the storm water; to control wind erosion; to reduce tracking of soil and debris into adjacent roadways and off-site areas; and to manage wastes, materials, wastewater, liquids, hazardous materials, stockpiles, equipment, and other site conditions in order to prevent pollutants from entering the storm drain system. Inspections, reporting, and storm water sampling and analysis are also required to ensure that visible and non-visible pollutants are not discharged off site.

Consistent with the analysis presented in EIR 340, implementation of proposed mitigation and compliance with the standard requirements would minimize construction impacts from future developments in the ARSP area through implementation of BMPs that would reduce construction-related pollutants. This would ensure that any impacts to downstream waters resulting from construction activities associated with the Project Site would be less than significant. In addition to the requirements of the NPDES General Construction Permit, the Uniform Building Code and grading permit requirements include elements that also require reduction of erosion and sedimentation impacts during construction. Full compliance with applicable federal, State, and local regulations, including implementation of the proposed mitigation, would reduce water quality impacts associated with construction to a less than significant level. No new significant impacts would occur.

**Operational Impacts**

In compliance with standard requirements, including the NPDES Permit (No. CAS618030), the Preliminary WQMP has been prepared for the Proposed Project to address post-development water quality. According to the Preliminary WQMP, pollutants of concern for the Proposed Project include suspended solids/sediment; nutrients; heavy metals; pathogens (bacteria/virus); pesticides; oil and grease; toxic organic compounds; and trash and debris. According to the Preliminary WQMP, the existing drainage pattern on the Project Site will be unchanged with implementation of the Proposed Project. The proposed parking area would be constructed at the base of the basin and be paved with porous asphalt, thus allowing for the infiltration of stormwater into the ground below. Site Design BMPs that would be integrated into the Proposed Project include use of drought tolerant trees/shrubs and minimizing use of impervious surfaces in

landscape design. Additionally, the following low impact development features would be incorporated into the Proposed Project: bioretention without underdrains; porous landscaping; and permeable asphalt. The following non-structural and structural source control BMPs would also be included as part of the Project:

**Non-Structural Source-Control BMPs**

- Education for Property Owners, Tenants, and Occupants
- Activity Restrictions
- Common Area Landscape Management
- BMP Maintenance
- Uniform Fire Code Implementation
- Common Area Litter Control
- Employee Training
- Common Area Catch Basin Inspection
- Street Sweeping Private Streets and Parking Lots

**Structural Source-Control BMPs**

- Provide storm drain system stenciling and signage
- Use efficient irrigation systems and landscape design, water conservation, smart controllers, and source control

Compliance with NPDES permit requirements and implementation of all identified BMPs would ensure that impacts related to water quality would be less than significant.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**b) 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)?**

**c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

**d) 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?**

**e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?**

The following analysis is based on:

- **Appendix D,** *Preliminary Water Quality Management Plan (WQMP) for Toy Story Southeast Parking Lot at Detention Basin* (Preliminary WQMP), prepared for the Proposed Project by MK Engineering Group (2017), and
- **Appendix E,** *Detention Basin Storage Capacity Report for Toy Story Southeast Parking Lot Expansion* (Storage Capacity Report), prepared for the Proposed Project by MK Engineering Group (2016).

Expansion of the Toy Story Parking Lot would convert the existing detention basin area into a surface parking lot; however, as described in Section 4.0, Project Description, the parking surface would be constructed of porous asphalt which would allow storm water to pass through the pavement into the ground below. According to the Preliminary WQMP, implementation of the Proposed Project would increase the amount of impervious surface from zero percent in pre-Project conditions to 8.6 percent following Proposed Project implementation. However, according to the Storage Capacity Report, the existing pervious nature of the Project Site would be unchanged due to the use of porous asphalt. Table 7, *Pre- and Post-Development Storage Volume*, provides a summary of the required and available storage volume of the detention basin up to the 132.06-foot rim elevation under both the existing condition and the proposed conditions with implementation of the Proposed Project as illustrated on Exhibit 9, *Drainage Plan*.

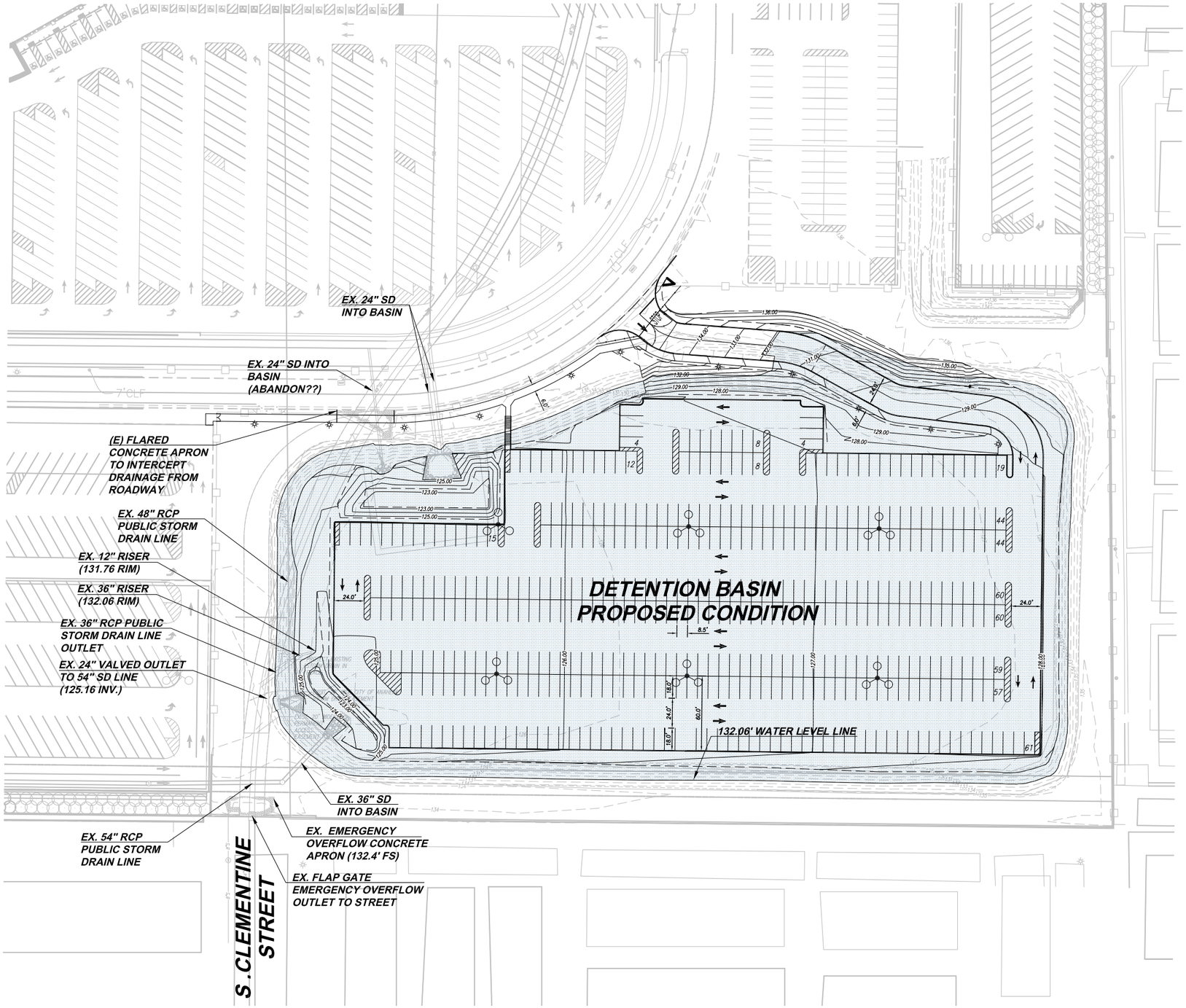
**TABLE 7**
**PRE- AND POST-DEVELOPMENT STORAGE VOLUME**

| | Required Detention Volume for 24-hour 100-Year Storm Event | Available Storage Volume Capacity in Detention Basin up to an Elevation of 132.06 feet |
|---|---|---|
| Existing Condition | 16.03 acre-feet | 23.2 acre-feet |
| Proposed Condition | 16.03 acre-feet | 24.5 acre-feet |
| Source: MK Engineering (2016) | | |

As shown in Table 7, *Pre- and Post-Development Storage Volume*, the Proposed Project would result in a slightly increased available storage volume; therefore, the detention basin would be of sufficient capacity to store and infiltrate the required detention volume of for the total drainage tributary area of 41.18 acres, which includes the Project Site.

Further, as discussed previously, development of the Proposed Project would not alter the Project Site's drainage pattern. According to the Storage Capacity Report, future storm runoff from the Project Site and surrounding drainage areas would continue to be directed to the existing detention basin. From the existing detention basin, a 24-inch manual gate valve conveys overflow storm water into the 54-inch storm drain line which connects to the City's storm drain facility (MS4) on Orangewood Avenue and Harbor Boulevard. This overflow occurs only when the runoff exceeds the capacity of the detention basin. Under the Proposed Project, the existing overflow system would remain in place; however, the potential overflow condition is not anticipated because the detention basin would accommodate storm water flows from the 100-year storm event. Therefore, no improvements to the storm drain system would be required and no impacts to the existing storm drain system would occur.

The Proposed Project would not substantially alter the existing drainage pattern of the Project Site, nor would storm runoff exceed the capacity of the local or regional storm drain systems. As a result, the Proposed Project would not create a new significant impact or a substantial increase




## LEGEND:

WATER SURFACE

## ESTIMATED DETENTION BASIN VOLUME:

THE ESTIMATED DETENTION BASIN VOLUME IS 22.3 ACRE-FEET. THIS IS BASED ON THE EXISTING 36" RISER PIPE OUTLET RIM ELEVATION OF 132.06 FEET.

THE WATER SURFACE AREA IS 4.46 ACRES.

VOLUME INFORMATION:

THE VOLUME CALCULATION BELOW IS BASED ON A WATER LEVEL OF 132.06 FEET, WHICH IS THE RIM ELEVATION OF THE EXISTING 36" RISER AT NEAR THE SOUTH WEST CORNER OF THE DETENTION BASIN.

EXISTING DETENTION BASIN VOLUME: 23.2 ACRE-FEET

PROPOSED DETENTION BASIN VOLUME: 22.3 ACRE-FEET

STORAGE IN THE RESERVOIR ROCK OF THE PERVIOUS PAVEMENT, WITH 0.35 VOID RATIO:
= 137,850 SF X 2 FT X 0.35 / 43560 SF/AC = 2.2 ACRE-FEET.

THEREFORE TOTAL PROPOSED DETENTION BASIN VOLUME = 22.3 + 2.2 = 24.5 ACRE-FEET

THE VOLUME FOR THE PROPOSED CONDITION IS GREATER THAN VOLUME FOR THE EXISTING CONDITION

Source: MK Engineering Group 2016

# Drainage Plan

Exhibit 9

*Toy Story Parking Lot CUP Amendment*

N W E S

60 30 0 60 Feet

BonTerra PSOMAS

(12/22/2016 JAZ) R:\Projects\ANA\3ANA009103\Graphics\CUPAmendment2016\ex9_DrainagePlan_20161222.pdf

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in the severity of previously identified effects related to groundwater, drainage, or storm drain capacity.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**g) 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?**

**h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

**i) 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?**

As discussed in the Project Description, the existing open-air storm water detention basin would be maintained and the base of the detention basin would be paved with porous asphalt to allow for vehicle parking. The porous asphalt is designed to percolate up to 0.85-inch rain event, which is higher than an unpaved, dirt lot. Therefore, the potential for on-site flooding would be less than significant. Consistent with the analysis in EIR 340, the Project Site is located within the 100-Year (with flooding below one foot) to 500-Year Flood Zone and within the general limits of the flood impact zones associated with Prado Dam failure. However, all construction activities would comply with local, State, and federal regulations, including Cobey-Alquist Floodplain Management Act requirements and the State of California Model Ordinance as set forth in the City of Anaheim General Plan. This would ensure that significant impacts would not occur.

Therefore, because the Project Site is in the same location as previously analyzed in EIR 340, the impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site. A new significant impact or a substantial increase in the severity of previously identified effects would not be created in relation to the 100-year flood hazard area from the Proposed Project.

**j) Inundation by seiche or mudflow?**

Consistent with the analysis in EIR 340, the Project Site is not located near any large, enclosed bodies of water that would cause a seiche. Additionally, the Project Site is in a generally flat area that experiences such a slight change in elevation that it would not be subject to mudflows.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**Conclusion**

Overall, the Proposed Project would be consistent with the project as analyzed in EIR 340. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the Proposed Project (1) would not propose substantial changes; (2) would not have circumstantial changes under which the project is undertaken; and (3) would bring about no new information of substantial importance that would (a) create new significant impacts, (b) increase the severity of previously examined effects, (c) determine that mitigation measures or alternatives

previously found not to be feasible would, in fact, be feasible, or (d) introduce mitigation measures that are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the hydrology and water quality analysis provided in EIR 340.

## Mitigation

The following mitigation measures from Updated and Modified Mitigation Monitoring Program No. 85C were adopted in connection with EIR 340. These measures also would be applicable to the Proposed Project, and are included in Mitigation Monitoring Plan No. 344. Due to the nature of the Proposed Project, the timing for implementation of certain measures has been modified. Deletions are shown in ~~strikethrough~~ and additions are shown in **bold**.

**MM 5.8-1** Prior to issuance of the first grading ~~or building~~ permit, ~~whichever occurs first,~~ the Property Owner/Developer shall submit a Master Drainage and Runoff Management Plan (MDRMP) for review and approval by the Public Works Department, Development Services Division ~~and Orange County (OC) Public Works/OC Engineering~~. The Master Plan shall include, but not be limited to, the following items:

a. Backbone storm drain layout and pipe size, including supporting hydrology and hydraulic calculations for storms up to and including the 100-year storm; and,

b. A delineation of the improvements to be implemented for control of Project-generated drainage and runoff.

**MM 5.8-2** Prior to issuance of a grading permit for sites that disturb more than one (1) acre of soil, the Property Owner/Developer shall obtain coverage under the NPDES Statewide Industrial Storm Water Permit for General Construction Activities from the State Water Resources Control Board. Evidence of attainment shall be submitted to the Planning and Building Department, Building Services Division.

**MM 5.8-3** Ongoing during Project operations, the Property Owner/Developer shall provide for the following: cleaning of all paved areas not maintained by the City of Anaheim on a monthly basis, including, but not limited to, private streets and parking lots. The use of water to clean streets, paved areas, parking lots, and other areas and flushing the debris and sediment down the storm drains shall be prohibited.

**MM 5.8-4** Prior to each final building and zoning inspection, the Property Owner/Developer shall submit a letter from a licensed landscape architect to the City certifying that the landscape installation and irrigation systems have been installed as specified in the approved landscaping and irrigation plans.

**MM 5.8-5** Prior to final building and zoning inspection, the Property Owner/Developer shall install piping on-site with Project water mains so that reclaimed water may be used for landscape irrigation, if and when it becomes available.

**MM 5.8-6** Prior to issuance of ~~building~~ **grading** permits, the Property Owner/Developer shall provide written evidence that all storm drain, sewer, and street improvement plans shall be designed and constructed to the satisfaction of the City Engineer.

**MM 5.15-1** Prior to issuance of each ~~building~~ **grading** permit (to be implemented prior to final building and zoning inspections, and continuing on an on-going basis during Project operation), the property owner/ developer shall submit to the Public Utilities

Department plans for review and approval which shall ensure that water conservation measures are incorporated. The water conservation measures to be shown on the plans and implemented by the Property Owner/Developer, to the extent applicable include, but are not limited to, the following:

a. Use of low-flow sprinkler heads in irrigation systems.

b. Use of waterway recirculation systems.

~~c. Low-flow fittings, fixtures, and equipment, including low flush toilets and urinals.~~

~~d. Use of self-closing valves on drinking valves.~~

e. Use of efficient irrigation systems such as drip irrigation and automatic systems which use moisture sensors.

~~f. Use of low-flow shower heads in hotels.~~

~~g. Water efficient ice machines, dishwashers, clothes washers and other water-using appliances.~~

h. Use of irrigation systems primarily at night when evaporation rates are lowest.

i. Provide information to the public in conspicuous places regarding water conservation.

j. Use of water conserving landscape plant materials wherever feasible.

**MM 5.15-2** Prior to issuance of each ~~building~~ **grading** permit, all water supply planning for the Project will be closely coordinated with, and be subject to the review and final approval of, the Public Utilities Department, Water Engineering Division and Fire Department.

**MM 5.15-4** Prior to ~~the issuance of each building permit~~ **approval of the final site plan**, the Property Owner/Developer shall submit a landscape and irrigation plan which shall be prepared and certified by a licensed landscape architect. The irrigation plan shall specify methods for monitoring the irrigation system. The system shall ensure that irrigation rates do not exceed the infiltration of local soils, that the application of fertilizers and pesticides do not exceed appropriate levels of frequencies, and that surface runoff and overwatering is minimized. The landscaping and irrigation plans shall include water-conserving features such as low flow irrigation heads, automatic irrigation scheduling equipment, flow sensing controls, rain sensors, soil moisture sensors, and other water-conserving equipment. The landscaping and irrigation plans shall indicate that separate irrigation lines for recycled water shall be constructed and recycled water will be used when it becomes available. All irrigation systems shall be designed so that they will function properly with recycled water.

## 5.10 LAND USE

### 5.10.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

**Anaheim Resort Specific Plan EIR 340**

EIR 340 concluded that the build out of ARSP would be consistent with the respective goals and policies of local and regional regulatory and planning documents. Specifically, the ARSP build out was found to be consistent with and supportive of the three key principles set forth in the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy: mobility, economy, and sustainability. Additionally, EIR 340 provided a consistency analysis with all relevant goals and policies identified in the City of Anaheim General Plan.

### 5.10.2 PROJECT ENVIRONMENTAL REVIEW

**Would the Project:**

**a) Physically divide an established community?**

The Proposed Project involves expansion of the Toy Story Parking Lot. As described in Section 4.0, Project Description, the expansion area is currently used as a storm water detention basin for the temporary surface parking lot. Land uses that surround the expansion area include the existing Toy Story Parking Lot to the north and west, and multi-family residences to the east and south. The Proposed Project would be consistent with the existing temporary surface parking lot and would not create a new physical division of the existing multi-family residences to the east and south. The impacts identified for the Proposed Project would be less than what was identified in EIR 340.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

As detailed in Section 4.0, Project Description, the Proposed Project would expand the existing Toy Story Parking Lot, which is a conditionally permitted use under the zoning for the Project Site. As indicated in Table 116-C: *Primary Uses and Structures: C-R District (Development Area 1),* of Section 18.116.070 of the Anaheim Municipal Code, "Automotive-Public Parking" and "Uses or activities not specifically listed or prohibited…[if] consistent and compatible with the intended purpose of the Specific Plan" are discretionary uses that are permitted subject to the approval of a conditional use permit. As indicated in Section 18.116.010 of the Anaheim Municipal Code, the intent of the Anaheim Resort Specific Plan is "to recognize the uniqueness of The Anaheim Resort as a family-oriented tourist destination" and "to aid in the attraction of tourists and other visitors important to the economy of the city." Development of the Proposed Project would directly support the Disneyland Resort, which is a central, family-oriented entertainment venue for tourists and visitors to The Anaheim Resort, and a significant, positive contributor to the City's economy. Additionally, an Administrative Adjustment (No. ADJ2014-00361) per Section 18.62.040.050 of the Anaheim Municipal Code is being requested to allow for a 16-foot masonry sound wall along the southern and eastern property lines. As discussed throughout this document, the proposed 16-foot high masonry sound wall would reduce potential incompatibilities between the Proposed

Project and residential uses to the east and south. Upon approval of the conditional use permit and continued conformance with the conditions of the permit and approval of the administrative adjustment, no conflicts with applicable land use plans, policies, or regulations would occur.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

Consistent with the finding identified in Section 2.4.2 of EIR 340, the Project Site is not located within or near any designated habitat conservation plans or natural community conservation plans; therefore, implementation of the Proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**Conclusion**

Overall, the Proposed Project would be consistent with the project as analyzed in EIR 340. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the Proposed Project (1) would not propose substantial changes; (2) would not have circumstantial changes under which the project is undertaken; and (3) would bring about no new information of substantial importance that would (a) create new significant impacts, (b) increase the severity of previously examined effects, (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible, or (d) introduce mitigation measures that are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the land use and planning analysis provided in EIR 340.

**Mitigation**

No mitigation measures are required.

## 5.11 MINERAL RESOURCES

### 5.11.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

**Anaheim Resort Specific Plan EIR 340**

According to EIR 340, the ARSP area is not located in an area designated as a Mineral Resource Zone (MRZ) or Regionally Significant Aggregate Resources Area. Because no additional excavation beyond what was previously evaluated would occur, the Proposed Project would not result in the loss of any mineral resource.

### 5.11.2 PROJECT ENVIRONMENTAL REVIEW

**Would the Project:**

**a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

**b) 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?**

Consistent with EIR 340, the Project Site is not located in an area designated as a Mineral Resource Zone (MRZ) or Regionally Significant Aggregate Resources Area. Additionally, the Project Site is within a fully developed and urbanized area that has been subject to substantial grading and excavation activities associated with existing development on and surrounding the Project Site.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**Conclusion**

Overall, the Proposed Project would be consistent with the project as analyzed in EIR 340. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the Proposed Project (1) would not propose substantial changes; (2) would not have circumstantial changes under which the project is undertaken; and (3) would bring about no new information of substantial importance that would (a) create new significant impacts, (b) increase the severity of previously examined effects, (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible, or (d) introduce mitigation measures that are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the mineral resources analysis provided in EIR 340.

**Mitigation**

No mitigation measures are required.

## 5.12 NOISE

This section analyzes potential noise and vibration impacts associated with implementation of the Proposed Project. This section provides background information on noise and community noise assessment criteria; presents existing noise levels in the Project area; and examines noise and vibration impacts that could potentially occur during construction and operation with implementation of the Proposed Project.

### 5.12.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

**Anaheim Resort Specific Plan EIR 340**

EIR 340 determined that construction activities associated with the ARSP have the potential to significantly impact noise-sensitive receptors. Adherence to the standard requirements and implementation of MMs 5.10-1 through 5.10-12 would reduce potential impacts; however, these impacts may remain significant and unavoidable. The Anaheim City Council adopted a Statement

of Overriding Considerations with regard to these potential short-term, construction-related potential impacts. Construction in the ARSP area would have the potential to cause vibration levels that would be noticeable for short periods. With implementation of recommended mitigation measures MM 5.10-1 through MM 5.10-3 and MMs 5.10-6 through 5.10-12, vibration impacts during construction would be less than significant.

Development associated with the ARSP would create long-term land use compatibility issues related to noise and would expose receptors to noise levels in excess of established standards, thereby resulting in potentially significant impacts. However, it was determined that adherence to the standard requirements and implementation of MMs 5.10-4 through 5.10-7 would reduce long-term, operational impacts to less than significant levels.

## 5.12.2 PROJECT ENVIRONMENTAL REVIEW

### Noise and Vibration Definitions

The following information is summarized from EIR 340 to provide the readers with an understanding on noise and vibration terminology.

#### *Noise*

"Sound" is a vibratory disturbance created by a moving or vibrating source and is capable of being detected. "Noise" is defined as sound that is loud, unpleasant, unexpected, or undesired. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment.

Decibels and Frequency

In its most basic form, a continuous sound can be described by its frequency or wavelength (pitch) and its amplitude (loudness). Frequency is expressed in cycles per second, or hertz (Hz). Frequencies are heard as the pitch or tone of sound. High-pitched sounds produce high frequencies; low-pitched sounds produce low frequencies. Sound pressure levels are described in units called the decibel (dB).

Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by three dB.

Perception of Noise

A typical noise environment consists of a base of steady "background" noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. The local sources can vary from an occasional aircraft or train passing by, intermittent periods of sound (such as amplified music), or virtually continuous noise such as traffic on a major highway.

The human ear is not equally sensitive to all frequencies in the sound spectrum. To accommodate this phenomenon, the A-scale, which approximates the frequency response of the average healthy ear when listening to most ordinary everyday sounds, was devised. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Therefore, the "A-weighted" noise scale is used for measurements and standards involving the human perception of noise. Noise levels using A-weighted measurements are abbreviated dB(A) or dBA.

Human perception of noise has no simple correlation with acoustical energy. Due to subjective thresholds of tolerance, the annoyance of a given noise source is perceived very differently from person to person. The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is approximately 60 dBA, while loud jet engine noises equate to 110 dBA, which can cause serious discomfort.

Two noise sources do not "sound twice as loud" as one source. As stated above, a doubling of noise sources results in a noise level increase of three dBA. It is widely accepted that (1) the average healthy ear can barely perceive changes of a three dBA increase or decrease; (2) a change of five dBA is readily perceptible; and (3) an increase (decrease) of ten dBA sounds twice (half) as loud. In community situations, noise exposure and changes in noise levels occur over a number of years, unlike the immediate comparison made in a field study situation. The generally accepted level at which changes in community noise levels become "barely perceptible" typically occurs at values of greater than three dBA.

Noise Descriptors

Several rating scales (or noise "metrics") exist to analyze effects of noise on a community. These scales include the equivalent noise level ($L_{eq}$), the community noise equivalent level (CNEL), and the day-night average sound level (DNL or $L_{dn}$). Average noise levels over a period of minutes or hours are usually expressed as dBA $L_{eq}$, which is the equivalent noise level for that period of time. The period of time averaging may be specified; $L_{eq(3)}$ would be a three-hour average. When no period is specified, a one-hour average is assumed. Noise of short duration (i.e., substantially less than the averaging period) is averaged into ambient noise during the period of interest. Thus, a loud noise lasting several seconds or a few minutes may have minimal effect on the measured sound level averaged over a one-hour period.

To evaluate community noise impacts, $L_{dn}$ was developed to account for human sensitivity to nighttime noise. $L_{dn}$ represents the 24-hour average sound level with a penalty for noise occurring at night. The $L_{dn}$ computation divides the 24-hour day into two periods: daytime (7:00 AM to 10:00 PM) and nighttime (10:00 PM to 7:00 AM). The nighttime sound levels are assigned a ten dBA penalty prior to averaging with daytime hourly sound levels due to the receptors' increased sensitivity to noise. CNEL is similar to $L_{dn}$ except that it separates a 24-hour day into three periods: daytime (7:00 AM to 7:00 PM), evening (7:00 PM to 10:00 PM), and nighttime (10:00 PM to 7:00 AM). The evening sound levels are assigned a 5 dBA penalty, and the nighttime sound levels are assigned a ten dBA penalty prior to averaging with daytime hourly sound levels.

Several statistical descriptors are also often used to describe noise, including $L_{max}$, $L_{min}$, and $L_x$. $L_{max}$ and $L_{min}$ are, respectively, the highest and lowest A-weighted sound levels that occur during a noise event. The $L_x$ signifies the noise level that is exceeded x percent of the time; for example, L10 denotes the level that was exceeded 10 percent of the time.

### *Vibration*

Vibration is the periodic movement of mass over time. It is described in terms of frequency and amplitude. The frequency of a vibrating object describes how rapidly it is oscillating. The number of cycles per second of oscillation is the vibration frequency, which is described in terms of hertz (Hz).

Perception of Vibration

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings caused by construction activities

may be perceived as motion of building surfaces or rattling of windows, items on shelves, and pictures hanging on walls. Vibration of building components can also take the form of an audible low-frequency rumbling noise, which is referred to as groundborne noise.

The source of groundborne noise is typically from trains and similar transit vehicles and not from construction activities. The normal frequency range of most groundborne vibration that can be felt generally starts from a low frequency of less than one Hz to a high of about 200 Hz. Groundborne vibration is rarely considered annoying to people who are outdoors (FTA 2006).

Vibration Metrics

Unlike sound, there is no standard way of measuring and reporting amplitude. Vibration levels are usually expressed as a single-number measure of vibration magnitude, in terms of velocity or acceleration, which describes the severity of the vibration without the frequency variable. The peak particle velocity (ppv) is defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in inches per second (in/sec). Since it is related to the stresses that are experienced by buildings, ppv is often used to monitor blasting vibration. Vibration is also described in decibel units, written as VdB, to distinguish from noise level decibels.

## Existing Noise Conditions

The following information and analysis is based on **Appendix F-1,** *Updated Acoustical Analysis Toy Story Parking Lot Expansion Disneyland Resort City of Anaheim* (Acoustical Analysis) prepared for the Proposed Project by Christopher Jean (2015) and **Appendix F-2**, *Acoustical Review of Reduced Project Scope – Toy Story Parking Lot Expansion – Disneyland Resort – City of Anaheim* (Acoustical Review of Reduced Project Scope) prepared for the Proposed Project by Christopher Jean (2016).

The following information is summarized from the Acoustical Analysis.

Ambient noise measurements were taken at the eastern and southern property lines directly adjacent to the residential property lines near mid-day. These measurements reported the noise levels shown in Table 8, *Existing Ambient Noise Levels*.

**TABLE 8**
**EXISTING AMBIENT NOISE LEVELS**

| Duration | Symbol | East PL | South PL |
|---|---|---|---|
| 30 minutes in hour | L50 | 48.0 | 46.5 |
| 15 minutes in hour | L25 | 49.5 | 48.5 |
| 5 minutes in hour | L08 | 52.5 | 51 |
| 1 minute in hour | L02 | 55.5 | 54 |
| Anytime | $L_{max}$ | 82.5 | 91 |
| Average | $L_{eq}$ | 52.9 | 55.8 |
| PL: property line; $L_{max}$: maximum noise level; $L_{eq}$: average noise level<br>Source: Christopher Jean 2015. | | | |

The City of Anaheim requires that Project noise levels at the property line not exceed a maximum level of 60 dBA for extended periods (Municipal Code Section 6.70.010). Table 8, *Existing Ambient Noise Levels*, shows that the existing ambient noise conditions are generally less than

the City's 60 dBA noise limit. Thus, even though both locations recorded a one-time maximum level well in excess of 60 dBA, no correction for ambient conditions are applied to the compliance calculations.

**Would the Project result in:**

**a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?**

Noise-generating construction activities would occur between the hours of 7:00 AM and 7:00 PM on any day, except on Sundays or City-recognized holidays when no noise-generating construction activities shall be permitted in accordance with Section 6.70.010 of the City of Anaheim Municipal Code. Construction noise during the specified hours is exempt from the quantitative noise level limits of the Municipal Code. Therefore, construction noise would not expose persons to or generate noise levels in excess of the standards of the noise ordinance (Christopher Jean 2015).

MM 5.10-5 from EIR 340 requires the installation and maintenance of noise barriers that are at least eight feet high at the perimeter of the Project Site during construction. The barriers required by MM 5.10-5, in addition to other MMs listed in the mitigation section below, would reduce the severity of the potential construction noise impact to adjacent receptors. Once constructed, the permanent 16-foot high planned masonry sound walls (if built early in the construction period) would offer additional reduction of construction-related noise impacts. However, noise impacts associated with construction of the Proposed Project would have the potential to create temporary significant and unavoidable impacts at nearby noise-sensitive receptors that would cease after construction (Christopher Jean 2015).

As discussed previously, EIR 340 assumed development of the Project Site with up to 3,349 hotel rooms, which would require a substantially longer construction period than the Proposed Project. Thus, the impacts of the Proposed Project would be less than those assumed in EIR 340.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?**

<u>Noise from On-Site Activities</u>

Parking lot noise sources would include automobiles, shuttle buses, and guest voices. Each noise source would produce a combination of sounds. For instance, arriving automobiles would produce the sounds of running engines under power and idling; radio sounds if windows are open; brake squeals; door slams; and car alarm arming. Departing automobiles would produce sounds such as door slams; engines starting; running engines under power and idling; and radio sounds if

windows are open. Shuttle buses would produce similar sounds with the exception of radio sounds, door slams, and alarms, but would add frequent air brake air release sounds. Guests would converse in both normal and raised voices. All of these sounds have the potential to be audible at the residential land uses adjacent to the Project Site. The various noise sources and reference levels are given in Table 9, *Parking Lot Noise Levels and Durations* (Christopher Jean 2015).

**TABLE 9**
**PARKING LOT NOISE LEVELS AND DURATIONS**

| Source | dBA at 10 feet | Duration |
|---|---|---|
| Car door slam | 77 | 4 seconds |
| Car engine start | 76 | 2 second |
| Car engine idle | 62 | 1 minute |
| Moving car (under 10 mph) | 68 | 30 seconds |
| Radio (windows open) | 60 | 1 minute |
| Car horn/alarm | 92 | 1 second |
| Break squeal | 78 | 1 second |
| Bus engine idle | 63 | 2 minutes |
| Moving bus (under 10 mph) | 72 | 30 seconds |
| Air brakes | 83 | 4 seconds |
| Normal voice | 55 | 1 minute |
| Raised voice | 65 | 20 seconds |
| Shout/laughter | 75 | 1 second |
| dBA: A-weighted decibels<br>Source: Christopher Jean 2015 | | |

Table 9, *Parking Lot Noise Levels and Durations*, shows that, without noise barriers or other attenuation, the greatest potential for violating the City's 60 dBA maximum noise limit would occur from car horns and/or car alarm arming. EIR 340's MM 5.10-10 requires the Property Owner/Developer to demonstrate that noise from proposed on-site noise sources would meet the City's 60 dBA Sound Pressure Levels standard at the property line. The Proposed Project would include construction of 16-foot high masonry sound walls on the southern and eastern property lines where the parking lot expansion area is adjacent to residential uses. The analysis of Proposed Project noise levels with the 16-foot masonry sound walls shows that the noise from the loudest anticipated sources would be reduced to 59 dBA, thereby meeting the City standard (Christopher Jean 2015). The impact would be less than significant.

In addition to vehicle operations, there would be periodic maintenance of the parking lot by sweeping or similar cleaning. MM 5.10-7 requires that sweeping/scrubbing equipment be operated at a level measured not greater than 60 dBA at the nearest adjacent property line.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Pile driving and rock blasting, which have the potential to cause vibration of the greatest magnitude, would not occur as part of the Proposed Project. As described in EIR 340, with implementation of MM 5.10-11, which prohibits the operation of large bulldozers or vibratory rollers within 25 feet of any existing home, there would be a less than significant impact. The impacts would be the same or less than those identified in EIR 340.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**e) For a Project located within an airport land use plan (Los Alamitos Armed Forces Reserve Center or Fullerton Municipal Airport), would the Project expose people residing or working in the Project area to excessive noise levels?**

**f) For a Project within the vicinity of a private airstrip, heliport or helistop, would the Project expose people residing or working in the Project area to excessive noise levels?**

Similar to the conditions evaluated in EIR 340, there are no public airports, public use airports, heliports, or private airstrips in the vicinity of the Project Site. The Proposed Project would not expose people residing or working in the area to excessive levels of aircraft- or airport-related noise.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

## Conclusion

Overall, the Proposed Project would be consistent with the project as analyzed in EIR 340. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the Proposed Project (1) would not propose substantial changes; (2) would not have circumstantial changes under which the project is undertaken; and (3) would bring about no new information of substantial importance that would (a) create new significant impacts, (b) increase the severity of previously examined effects, (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible, or (d) introduce mitigation measures that are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the noise analysis provided in EIR 340.

## Mitigation

The following mitigation measures from Updated and Modified Mitigation Monitoring Program No. 85C were adopted in connection with EIR 340. These measures also would be applicable to the Proposed Project, and are included in Mitigation Monitoring Plan No. 344. Due to the nature of the Proposed Project, the timing for implementation of certain measures has been modified. Deletions are shown in ~~strikethrough~~ and additions are shown in **bold**.

**MM 5.10-1** Ongoing during construction, the Property Owner/Developer shall ensure that all internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers.

**MM 5.10-5** Prior to issuance of each ~~building permit~~ **grading permit**, a note shall be provided on ~~building~~ plans indicating that during construction, the Property Owner/Developer shall install and maintain specially designed construction barriers at the Project perimeter areas. The construction sound barriers shall be a minimum height of 8 feet with a minimum surface weight of 1.25 pounds per square foot or a minimum Sound Transmission Class (STC) rating of 25. The structure shall be a continuous barrier. Gates and other entry doors shall be constructed with suitable mullions, astragals, seals, or other design techniques to minimize sound leakage when in the closed position. Access doors should be self-closing where feasible. Vision ports are permissible providing they are filled with an acceptable solid vision product.

**MM 5.10-7** Ongoing during construction and Project operation, sweeping operations in the parking facilities and private on-site roadways shall be performed utilizing sweeping/scrubbing equipment which operate at a level measured not greater than 60 dBA at the nearest adjacent property line.

**MM 5.10-11** Prior to issuance of each ~~building permit~~ **grading permit**, a note shall be provided on plans indicating that there shall be no operation of large bulldozers or vibratory rollers within 25 feet of any existing residence.

## 5.13 POPULATION AND HOUSING

### 5.13.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

**Anaheim Resort Specific Plan EIR 340**

According to EIR 340, buildout of the ARSP has the potential to increase population by approximately 9,099 residents and result in a demand for 2,757 housing units in the City of Anaheim. However, it was identified that the increases related to population and housing would be well within City of Anaheim Projections and represent a less than significant impact. Additionally, the creation of 2,757 new households, was assumed in the Regional Housing Needs Assessment (RHNA).

### 5.13.2 PROJECT ENVIRONMENTAL REVIEW

**Would the Project:**

**a) Induce substantial 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)?**

As discussed previously, the Proposed Project involves expansion of the existing Toy Story Parking Lot for overflow guest parking associated with The Disneyland Resort. The expanded parking area would serve future anticipated guests to The Disneyland Resort and would not result in a direct increase in population or housing demand. Potential on-site employees would be limited to parking attendants, security staff, and occasional maintenance and custodial staff. It is assumed that employees assigned to the expansion area would be minimal and substantially less than the 3,014 employees[5] associated with development of 3,349 hotel rooms that were analyzed in EIR 340. The positions associated with the parking lot expansion would be filled through the existing Disneyland Resort employment pool; no new employment positions would be created by the Proposed Project. Therefore, no direct or indirect population growth would occur related to

[5] Based on an employment rate of 0.9 employees per hotel room according to EIR 340.

the Proposed Project. The impacts identified for the Proposed Project would be less than what was identified in EIR 340.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

**c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

As discussed previously, the Proposed Project involves expansion of the existing Toy Story Parking Lot for guest use associated with The Disneyland Resort. No housing exists on the Project Site; therefore, implementation of the Proposed Project would not displace existing housing or substantial numbers of people. The impacts identified for the Proposed Project would be less than what is identified in EIR 340.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**Conclusion**

Overall, the Proposed Project would be consistent with the project as analyzed in EIR 340. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the Proposed Project (1) would not propose substantial changes; (2) would not have circumstantial changes under which the project is undertaken; and (3) would bring about no new information of substantial importance that would (a) create new significant impacts, (b) increase the severity of previously examined effects, (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible, or (d) introduce mitigation measures that are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the population and housing analysis provided in EIR 340.

**Mitigation**

No mitigation measures are required.

## 5.14 PUBLIC SERVICES AND UTILITIES

### 5.14.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

**Anaheim Resort Specific Plan EIR 340**

According to SEIR No 340, buildout of the ARSP would create additional demand for police services and fire and/or emergency rescue services. Additionally, buildout of the ARSP would generate new school-aged students and would introduce new borrowers to the Anaheim Public Library service area. Potential impacts would be reduced to less than significant levels through implementation of MMs 5.12-1 through 5.12-19.

### 5.14.2 PROJECT ENVIRONMENTAL REVIEW

**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 any of the public services:**

**a) Fire protection?**

**b) Police protection?**

**c) Schools?**

**d) Parks?**

**e) Other public facilities?**

The Proposed Project would involve expansion of the existing Toy Story Parking Lot. As discussed previously, EIR 340 assumed development of the Project Site with hotels or other visitor-serving uses which would have a substantial demand for fire and police protection services and would indirectly result in the demand for school services, parks, and libraries. Based on the anticipated uses on the Project Site, the demand for fire and police protection services would be negligible and because all associated employment positions would be filled through the existing Disneyland Resort employment pool, no new direct or indirect demand for school, library, park or other public facilities would be generated. The impacts identified for the Proposed Project would be less than what was identified in EIR 340.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**Conclusion**

Overall, the Proposed Project would be consistent with the project as analyzed in EIR 340. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the Proposed Project (1) would not propose substantial changes; (2) would not have circumstantial changes under which the project is undertaken; and (3) would bring about no new information of substantial importance that would (a) create new significant impacts, (b) increase the severity of previously examined effects, (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible, or (d) introduce mitigation measures that are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the public services analysis provided in EIR 340.

**Mitigation**

The following mitigation measures from Updated and Modified Mitigation Monitoring Program No. 85C were adopted in connection with EIR 340. These measures also would be applicable to the Proposed Project, and are included in Mitigation Monitoring Plan No. 344. Due to the nature of the Proposed Project, the timing for implementation of certain measures has been modified. Deletions are shown in ~~strikethrough~~ and additions are shown in **bold**.

**MM 5.12-1** Prior to the approval of each Final Site Plan ~~and issuance of each building permit~~, the Property Owner/Developer shall submit plans to the Police Department for

review and approval for safety, accessibility, crime prevention, and security provisions during both the construction and operative phases for the purpose of incorporating safety measures in the Project design including the concept of crime prevention through environmental design (e.g., building design, circulation, site planning, and lighting of parking structures and parking areas).

**MM 5.12-3** Ongoing during Project operation, the Property Owner/Developer shall provide private security on the premises to maintain adequate security for the entire Project subject to review and approval of the Police Department. The use of security patrols and electronic security devices (i.e., video monitors) should be considered to reduce the potential for criminal activity in the area.

**MM 5.12-4** Prior to issuance of each ~~building permit~~ **grading permit**, the Project design shall include parking lots and parking structures with controlled access points to limit ingress and egress if determined to be necessary by the Police Department, and shall be subject to the review and approval of the Police Department.

**MM 5.12-6** Prior to issuance of each grading permit, the Property Owner/Developer shall submit an emergency fire access plan to the Fire Department for review and approval to ensure that service to the site is in accordance with Fire Department service requirements.

**MM 5.12-8** Prior to issuance of each ~~building permit~~ **grading permit**, plans shall be submitted to ensure that development is in accordance with the City of Anaheim Fire Department Standards, including:

a. Overhead clearance shall not be less than 14 feet for the full width of access roads.

b. Bridges and underground structures to be used for Fire Department access shall be designed to support Fire Department vehicles weighing 75,000 pounds.

c. ~~All underground tunnels shall have sprinklers. Water supplies are required at all entrances. Standpipes shall also be provided when determined to be necessary by the Fire Department.~~

d. Adequate off-site public fire hydrants contiguous to the Specific Plan area and onsite private fire hydrants shall be provided by the Property Owner/Developer. The precise number, types, and locations of the hydrants shall be determined during ~~building~~ **grading** permit review. Hydrants are to be a maximum of 400 feet apart.

e. A minimum residual water pressure of 20 psi shall remain in the water system. Flow rates for public parking facilities shall be set at 1,000 to 1,500 gpm.

**MM 5.12-9** Prior to issuance of the first ~~building~~ **grading** permit, the Property Owner/Developer shall enter into an agreement recorded against the property with the City of Anaheim to pay or cause to be paid their fair share of the funding to accommodate the following, which will serve the Anaheim Resort Specific Plan area:

a. One additional fire truck company.

b. One additional paramedic company.

c. Modifications to existing fire stations to accommodate the additional fire units, additional manpower, equipment and facilities.

d. A vehicle equipped with specialty tools and equipment to enable the Fire Department to provide heavy search and rescue response capability.

e. A medical triage vehicle/trailer, equipped with sufficient trauma dressings, medical supplies, stretchers, etc., to handle 1,000 injured persons, and an appropriate storage facility.

The determination of the allocable share of costs attributable to the Property Owner/Developer shall be based on an apportionment of the costs of such equipment/facilities among property owners/developers in the Hotel Circle Specific Plan Area, the Disneyland Resort Specific Plan Area and the Anaheim Resort Specific Plan Area or the otherwise defined service area, as applicable, depending on the area served.

**(**Note: To implement this mitigation measure, the City has adopted the Fire Protection Facilities and Paramedic Services Impact Fee Program. Compliance with this Program by the Property Owner/Developer (per Ordinance No. 5496 and Resolution No. 95R-73 dated May 16, 1995) shall satisfy the requirements of this Mitigation Measure, or the City may enter into alternative financing arrangements.)

**MM 5.12-10** Prior to each final building and zoning inspection, the Property Owner/Developer shall place emergency telephone service numbers in prominent locations as approved by the Fire Department.

**MM 5.12-11** Prior to issuance of each ~~building permit~~ **grading permit**, the Property Owner/Developer shall submit a Construction Fire Protection Plan to the Fire Department for review and approval detailing accessibility of emergency fire equipment, fire hydrant location, and any other construction features required by the Fire Marshal. The Property Owner/Developer shall be responsible for securing facilities acceptable to the Fire Department and hydrants shall be operational with required fire flow.

**MM 5.12-12** Prior to the approval of each Final Site Plan and prior to the issuance of each ~~building~~ **grading** permit, plans shall be reviewed and approved by the Fire Department as being in conformance with the Uniform Fire Code.

**MM 5.12-13** Prior to the placement of building materials on a building site, an all-weather road shall be provided from the roadway system to and on the construction site and for fire hydrants at all times, as required by the Fire Department. Such routes shall be paved or, subject to the approval of the Fire Department, shall otherwise provide adequate emergency access. Every building constructed must be accessible to Fire Department apparatus. The width and radius of the driving surface must meet the requirements of Section 10.204 of the Uniform Fire Code, as adopted by the City of Anaheim.

**MM 5.12-14** Prior to approval of ~~building plans~~ **the final site plan**, the Property Owner/Developer shall provide written evidence to the satisfaction of the Fire Department that all lockable pedestrian and/or vehicular access gates shall be equipped with "knox box" devices as required and approved by the Fire Department.

**MM 5.12-16** Prior to approval of water improvement plans, the water supply system shall be designed by the Property Owner/Developer to provide sufficient fire flow pressure and storage for the proposed land use and fire protection services in accordance with Fire Department requirements.

## 5.15 RECREATION

### 5.15.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

**Anaheim Resort Specific Plan EIR 340**

According to EIR 340, full buildout or implementation of the ARSP would indirectly increase population by approximately 9,099 residents (8,264 associated with buildout of the C-R District and 835 associated with the convention center expansion within the PR District). Because this increase was identified to take place over the next 20 years and because the ARSP area is not located in a designated Park Deficiency Area, impacts related to the construction or expansion of recreational uses were identified to be less than significant. Additionally, EIR 340 concluded that any residential development Project within the Residential Overlay Zone would be subject to the Quimby Act, which requires the provision of parkland and/or the payment of fees, thereby ensuring that a significant impact would not occur.

### 5.15.2 PROJECT ENVIRONMENTAL REVIEW

**Would the Project:**

**a) 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?**

**b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

As discussed above in Section 5.13, Public Services, no direct or indirect impacts to park facilities would occur based on the nature of the Proposed Project.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**Conclusion**

Overall, the Proposed Project would be consistent with the project as analyzed in EIR 340. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the Proposed Project (1) would not propose substantial changes; (2) would not have circumstantial changes under which the project is undertaken; and (3) would bring about no new

information of substantial importance that would (a) create new significant impacts, (b) increase the severity of previously examined effects, (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible, or (d) introduce mitigation measures that are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the recreation analysis provided in EIR 340.

**Mitigation**

No mitigation measures are required.

## 5.16 TRANSPORTATION/TRAFFIC

### 5.16.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

**Anaheim Resort Specific Plan EIR 340**

As evaluated in EIR 340, traffic impacts associated with buildout of the ARSP would result in significant impacts at 21 area intersections, one arterial segment, and three freeway ramp termini intersections. However, after implementation of MMs 5.14-1 through 5.14-21, these impacts would be reduced to less than significant levels for all but nine intersections (Euclid Street/Katella Avenue, Disneyland Drive/Ball Road, Disneyland Drive/West Street/Katella Avenue, Harbor Boulevard/Ball Road, Anaheim Boulevard/Haster Street/Katella Avenue, State College Boulevard/Katella Avenue, State College Boulevard/Orangewood Avenue, State College Boulevard/The City Drive/Chapman Avenue, Orangewood Avenue/State Route [SR] 57 Southbound Ramps) and one ramp termini intersection (Orangewood Avenue/SR-57 Southbound Ramps). It was identified that these intersections would remain significant and unavoidable because of the infeasibility of mitigation measures due to high project cost or the inability to undertake right-of-way acquisitions as a matter of policy to preserve existing businesses, environmental constraints, or jurisdictional considerations. The Anaheim City Council adopted a Statement of Overriding Considerations with regard to these potential impacts.

Additionally, EIR 340 indicated no impacts would occur on intersections identified in the Congestion Management Program (CMP) for Orange County.

### 5.16.2 PROJECT ENVIRONMENTAL REVIEW

The following analysis is based on **Appendix G**, *Traffic Impact Analysis for the Toy Story Parking Lot Expansion* (TIA) prepared by Gibson Transportation Consulting, Inc. for the Proposed Project, (2017).

**Would the Project:**

**a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

The Project study area includes 25 intersections, 17 arterial street segments, 8 California Department of Transportation (Caltrans) ramp termini intersections, three freeway mainline segments, and 7 off-ramps, each of which were analyzed in EIR 340. The locations of the study

intersections are illustrated in Exhibit 10, *Study Area and Analyzed Intersections*, and the street segments are shown in Exhibit 11, *Analyzed Street Segments*. .

## Intersections

Intersection operations were analyzed using the intersection capacity utilization (ICU) methodology to calculate volume-to-capacity (V/C) ratio as required by the City. Intersections operating at a level of service (LOS) E or F are deemed to be operating at insufficient levels. Intersection LOS thresholds are set as follows in Table 10, *Intersection Levels of Service Thresholds*:

**TABLE 10**
**INTERSECTION LEVELS OF SERVICE THRESHOLDS**

| Level of Service (LOS) | Volume to Capacity (V/C) Ratio |
|---|---|
| A | < 0.60 |
| B | 0.61 – 0.70 |
| C | 0.71 – 0.80 |
| D | 0.81 – 0.90 |
| E | 0.91 – 1.00 |
| F | > 1.00 |
| LOS: level of service; V/C: volume-to capacity<br>Source: Gibson 2017. | |

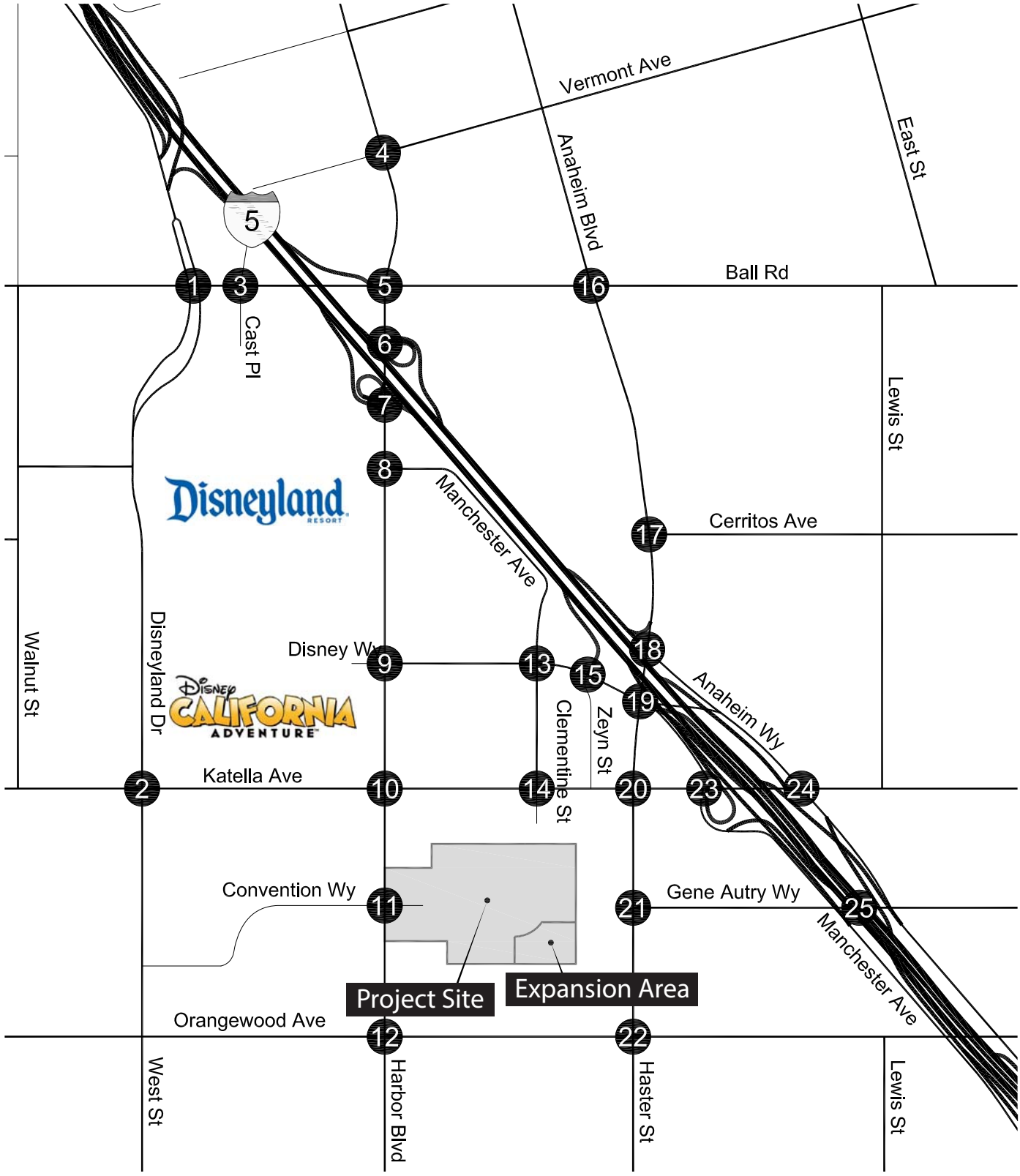
The City, in its traffic study guidelines, specifies a project's impact on an intersection shall be deemed significant based on a sliding scale in which the allowable project impact decreases as the intersection operating condition (i.e., LOS) worsens according to Table 11, *City of Anaheim Thresholds of Significance*.

**TABLE 11**
**CITY OF ANAHEIM THRESHOLDS OF SIGNIFICANCE**

| Conditions with Project Traffic | | Significant Impact Threshold for Project-Related Increase in V/C Ratio |
|---|---|---|
| LOS | V/C | |
| C | 0.701 – 0.800 | Equal to or greater than 0.05 |
| D | 0.801 – 0.900 | Equal to or greater than 0.03 |
| E, F | > 0.900 | Equal to or greater than 0.01 |
| LOS: level of service; V/C: volume-to capacity<br>Source: Gibson 2017. | | |

## Arterial Segments

Arterial segments were analyzed by dividing a street's traffic volume by its capacity to calculate a V/C ratio. LOS C (that is, volume between 70 and 80 percent of a segment's daily capacity) is the performance standard for arterial streets in the City.




Project Site

# Analyzed Intersections

Source: Gibson Transportation Consulting Inc. 2017

## Study Area and Analyzed Intersections

Exhibit 10

*Toy Story Parking Lot CUP Amendment*

N W E S

Map Not to Scale

BonTerra PSOMAS

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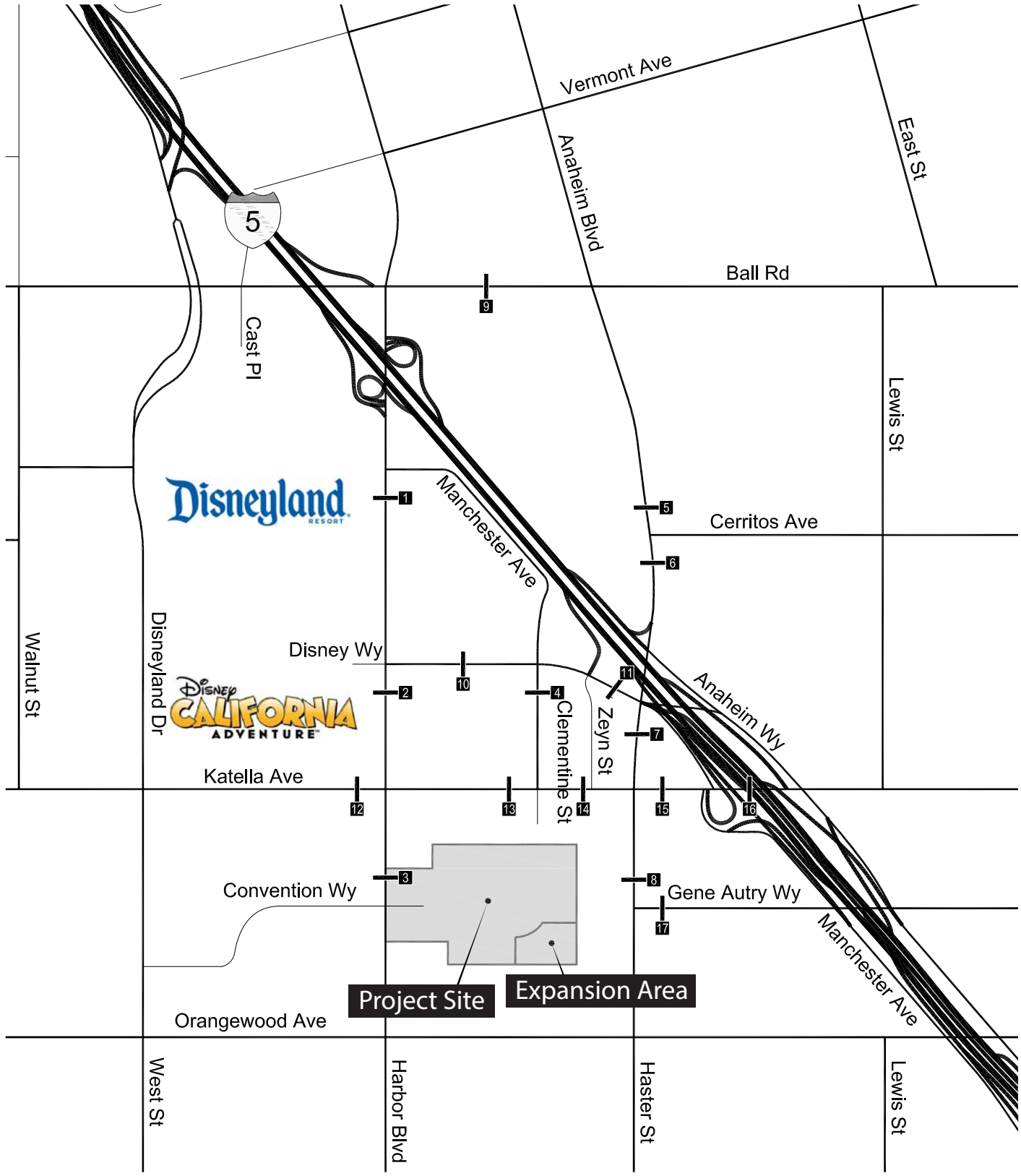


Source: Gibson Transportation Consulting Inc. 2017

# Analyzed Street Segments

Exhibit 11

*Toy Story Parking Lot CUP Amendment*

N W E S

Map Not to Scale

BonTerra PSOMAS

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The daily capacities of arterial street segments are set as follows in Table 12, *Arterial Segment Daily Capacities*:

**TABLE 12**
**ARTERIAL SEGMENT DAILY CAPACITIES**

| Facility Type | Capacity |
|---|---|
| 8-lane Divided | 75,000 |
| 6-lane Divided | 56,300 |
| 4-lane Divided | 37,500 |
| 4-lane Undivided | 25,000 |
| 2-lane Undivided | 12,500 |
| Source: Gibson 2017. | |

The City's traffic study guidelines specify a street segment is deficient if it operates at LOS D or worse, though no specific criteria is provided for assessing the significance of a project's impact on a street segment. The TIA uses the method used in the EIR 340 to determine the significance of the Proposed Project's impact on analyzed street segments. In the EIR 340, a street segment found to operate at LOS D or worse based on the 24-hour daily traffic volume is further analyzed based on the peak hour volume on the segment. If the Proposed Project causes the peak hour LOS to deteriorate to LOS D or worse, or results in an increase to the V/C ratio of 0.01 or more at a segment operating at LOS E or F, a significant impact would result. For segments that are proposed to be widened under long-range buildout conditions in the EIR 340, a peak hour analysis is not conducted. Rather, if such a segment is found to operate at LOS D or worse, the sliding scale impact criteria used for intersections applies to determine whether the Project would significantly impact the street segment.

## Caltrans Facilities

Caltrans requires that its facilities be analyzed using the *2010 Highway Capacity Manual* (Transportation Research Board, 2010) (HCM 2010) methodology for each facility type. Intersections were analyzed for average vehicular delay according to the definitions in Table 13, *Highway Capacity Manual Level of Service Definitions for Intersections*. The intersection analysis, which was also used to identify ramp queues as described below, used optimized signal cycle lengths at a minimum of 90 seconds. Freeway mainline segments were analyzed to calculate density (a measure of the number of passenger cars per mile per lane), speed, and LOS according to the definitions in Table 14, *Highway Capacity Manual Level of Service Definitions for Freeway Segments*. Generally, traffic speeds decrease as vehicle density increases, especially as the capacity of the facility is reached.

Additionally, freeway ramp queues were reported based on the 95$^{th}$ percentile queue length. Caltrans' primary concern at off-ramps is that queued vehicles do not extend past the back of the ramp, at which point they would affect mainline traffic operations. Therefore, the queue analysis was conducted to determine whether Project traffic could cause off-ramp queues to extend beyond the length of the ramps.

## TABLE 13
## HIGHWAY CAPACITY MANUAL LEVEL OF SERVICE DEFINITIONS FOR INTERSECTIONS

| LOS | Description | Seconds of Delay | |
|---|---|---|---|
| | | **Signalized Intersections** | **Unsignalized Intersections** |
| A | **Excellent. No vehicle waits longer than one red light and no approach phase is fully used.** | ≤ 10 | ≤ 10 |
| B | Very Good. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles. | > 10 and ≤ 20 | > 10 and ≤ 15 |
| C | Good. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles. | > 20 and ≤ 35 | > 15 and ≤ 25 |
| D | Fair. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excess backups. | > 35 and ≤ 55 | > 25 and ≤ 35 |
| E | Poor. Represents the most vehicles intersections approaches can accommodate; may be long lines of waiting vehicles through several signal cycles. | > 55 and ≤ 80 | > 35 and ≤ 50 |
| F | Failure. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths. | > 80 | >50 |

LOS: level of service
Source: Gibson 2017.

**TABLE 14**
**HIGHWAY CAPACITY MANUAL LEVEL OF SERVICE**
**DEFINITIONS FOR FREEWAY SEGMENTS**

| LOS | Description | Density (v/mi/ln) |
|---|---|---|
| A | Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. | ≤ 11 |
| B | Free-flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted. | > 11.– ≤18 |
| C | Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. | > 18.– ≤26 |
| D | Speeds decline slightly with increasing flows. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort. | > 26 – ≤35 |
| E | Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing. | > 35 – ≤45 |
| F | Represents a breakdown in flow and oversaturated conditions. | > 45 |

LOS: level of service; v/mi/ln: vehicles per mile per lane
Source: Gibson 2017.

## Trip Generation

The Project includes the addition of up to 455 parking spaces for theme park guests in an expansion to the existing Toy Story Parking Lot. Guest vehicles arrive and depart each day in a predictable pattern in terms of time-of-day distribution and geographic distribution. Project trips were estimated based on current arrival and departure patterns at the Mickey & Friends parking structure. Disney provided hourly parking arrival and departure data for a series of days with high parking demand in 2015. That data was averaged and used to calculate peak hour rates of arrivals and departures based on the number of parking spaces provided. Table 15, *Trip Generation Estimates*, shows the peak hour trip generation rates and estimates for guests based on 455 total new parking spaces.

## TABLE 15
## TRIP GENERATION ESTIMATES

| Description | Trip Variable | Daily | AM Peak Hour | | | PM Peak Hour | | | Late Night Peak Hour[a] | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total* | In | Out | Total* |
| **Trip Generation Rates** | | | | | | | | | | | |
| **Guests** | Per parking space | **2.20** | **0.14** | **0.02** | **0.16** | **0.07** | **0.06** | **0.13** | **0.01** | **0.30** | **0.31** |
| **Hotel** | Per room | 8.17 | 0.342 | 0.218 | 0.560 | 0.313 | 0.277 | 0.590 | N/A | N/A | N/A |
| **Trip Generation Estimates*** | | | | | | | | | | | |
| New Guest Parking Spaces from Proposed Expansion | 455 spaces | 1,001 | 64 | 9 | 73 | 32 | 27 | 59 | 5 | 137 | 142 |
| Total Guest Parking Spaces for Toy Story Parking Lot | 5,378 spaces | 11,832 | 753 | 108 | 861 | 376 | 323 | 699 | 54 | 1,613 | 1,667 |
| Hotels on Project Site at Full Buildout of ARSP | 3,349 rooms | 27,362 | 1,145 | 730 | 1,875 | 1,048 | 928 | 1,976 | N/A | N/A | N/A |

ARSP: Anaheim Resort Specific Plan

***TOTALS MAY NOT ADD CORRECTLY DUE TO ROUNDING.**

[a] Late Night Peak Hour trips were not calculated for hotels due to the nature of hotel-related traffic.

Source: Gibson 2017.

As shown in Table 15, *Trip Generation Estimates*, the total 5,378 parking spaces within the Toy Story Parking Lot, including the 455 spaces proposed for the expansion area, would generate approximately 11,832 daily trips, including 861 during the AM peak hour (753 inbound, 108 outbound), 699 during the PM peak hour (376 inbound, 323 outbound), and 1,667 during the late night peak hour (54 inbound, 1,613 outbound). In addition to the guest vehicle trips described above, the Project is assumed to necessitate additional guest shuttles between the Toy Story Lot and The Disneyland Resort®. Because each shuttle holds up to 40 guests in each direction, it is assumed that two additional shuttles would be required to accommodate the 455 spaces proposed for the expansion area during the morning peak hour, one during the afternoon peak hour, and four during the late night peak hour.

As previously discussed, the Project Site is zoned for hotels in the ARSP at a rate of 75 hotel rooms per acre. The Toy Story Parking Lot is a temporary parking lot and is not required to implement comprehensive improvements that would be necessary for a permanent public parking facility, such as the dedication and improvement of Gene Autry Way and Clementine Street, which would traverse the site, as shown on the Planned Roadway Network of the General Plan. A permanent development project would require a dedication to complete Gene Autry Way and Clementine Street. EIR 340 assumed the implementation of these streets and determined that the land use for the Toy Story Parking Lot would be equivalent to development of up to 3,349 hotel rooms.

EIR 340 assumed full buildout of the ARSP in Year 2030. The Toy Story Lot CUP expires in Year 2024 and, unless the Planning Commission grants a future request for an extension beyond 2024, the Toy Story Lot would be removed prior to Year 2030. In the event the Toy Story Parking Lot remains in operation until Year 2030 or beyond, the trip generation associated with the Project would be less during the morning and afternoon peak hours than the trips that would be associated with 3,349 hotel rooms.

Table 15 shows the trip generation estimates for 3,349 hotel rooms based on rates provided in *Trip Generation, 9th Edition*. As shown, the hotel rooms would generate 27,362 trips on a typical weekday, including 1,875 during the morning peak hour and 1,976 during the afternoon peak hour. This is substantially more than the Project trip generation of 11,832 daily trips, 861 morning peak hour trips, and 699 afternoon peak hour trips. Therefore, it follows that the long-term potential traffic impacts of the Project would be less than the potential impacts associated with the hotels as already analyzed in EIR 340 and, therefore, the Project would not result in new potentially significant impacts.

Because there is no readily available published data on how many trips hotels generate during the late night peak hour, it is impossible to directly compare Project traffic to hotel traffic during that hour. It is likely that the Project may generate more late night peak hour trips than the hotel rooms. However, as detailed below, the Project would not result in significant impacts during the late night peak hour under Future with Project Conditions (Year 2024), and each of the intersections is projected to operate at LOS A in that scenario. It is reasonable to assume that no impact would be identified during that peak hour in an analysis of Year 2030 conditions as well.

**Trip Distribution**

The traffic patterns for new guest traffic associated with the Toy Story Lot expansion were projected using existing traffic patterns for guests parking in the Toy Story Lot. Exhibit 12, *Trip Distribution*, shows the distribution of guest traffic to and from the Project at each of the analyzed intersections. The Toy Story guest shuttles travel on Disney Way and Clementine Street between The Disneyland Resort® and the Toy Story Lot, entering through KCML on Clementine Street at Katella Avenue. Exhibits 13, *Project AM and PM Peak Hour Traffic Volumes*, and 14, *Project Late*

*PM Peak Hour Traffic Volumes*, show the Project-only traffic volumes during the morning and afternoon peak hours and the late night peak hour, respectively

**Existing Conditions Intersection Impact Analysis**

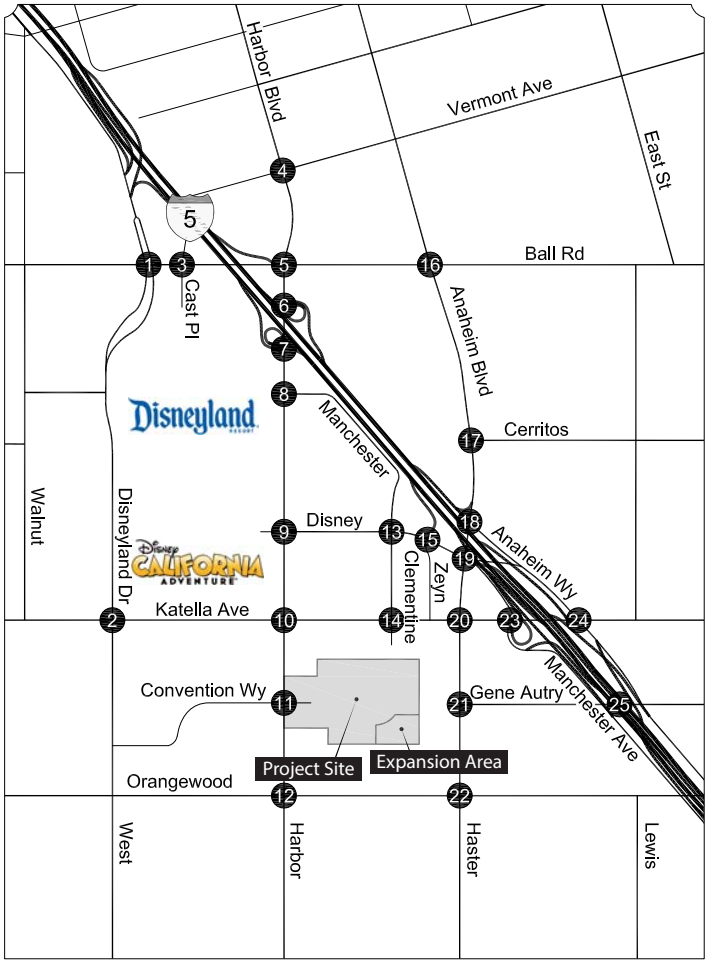
Existing with Project Conditions were analyzed for the 25 study intersections during the three peak hours. Exhibits 15, *Existing with Project (Year 2017) AM and PM Peak Hour Traffic Volumes*, and 16, *Existing with Project (Year 2017) Late PM Peak Hour Traffic Volumes*, show the traffic volumes for Existing with Project Conditions for the morning and afternoon peak hours and late night peak hour, respectively.

**Intersection Peak Hour Analysis**

Table 16, *Existing With Project Conditions (Year 2017) Intersection Peak Hour Levels of Service*, summarizes the results of the intersection capacity analysis for both Existing Conditions and Existing with Project Conditions. As shown, all 25 intersections would operate at LOS C or better, with most operating at LOS A, during all three analyzed peak hours, just as under Existing Conditions. None of the intersections would be significantly impacted by Project traffic during any peak hour under Existing with Project Conditions.

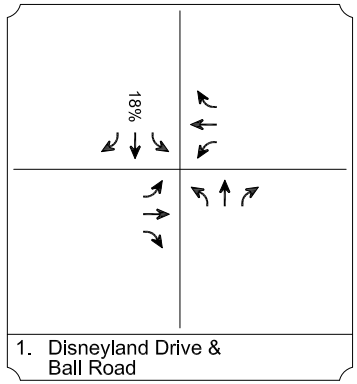
**Arterial Segment Analysis**

Existing with Project Conditions were also analyzed for the 17 street segments based on daily (24-hour) traffic volumes. Table 17, *Existing With Project Conditions (Year 2017) Street Segment Levels of Service,* shows the results of the street segment LOS analysis. As shown, all of the street segments operate at LOS C or better, with most operating at LOS A, just as under Existing Conditions. None of the street segments are deficient according to City standards and, therefore, no significant impacts would occur under Existing with Project Conditions.

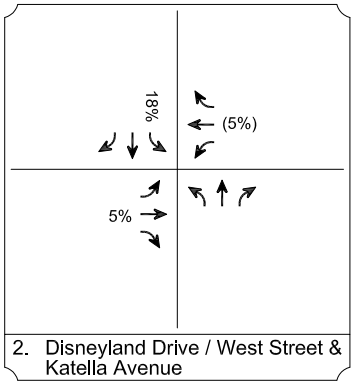



LEGEND

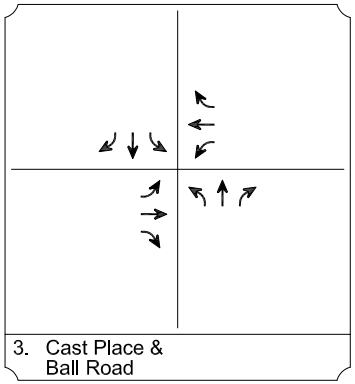
- Project Site
- # Analyzed Intersections
- X%(X%) Inbound(Outbound) Trip Percentage



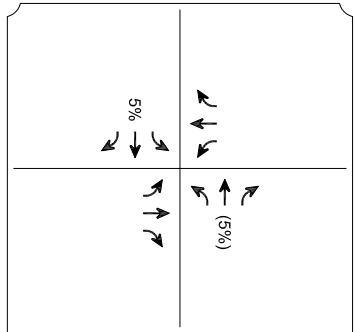

1. Disneyland Drive & Ball Road



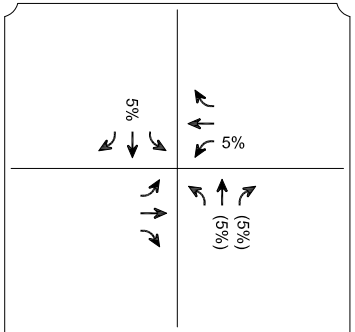

2. Disneyland Drive / West Street & Katella Avenue



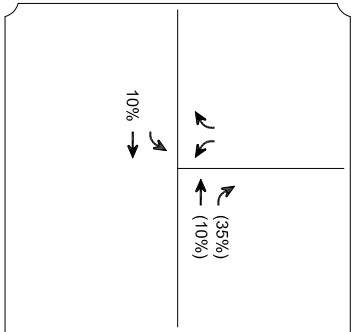
3. Cast Place & Ball Road



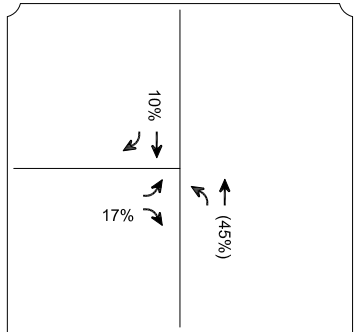

4. Harbor Boulevard & Vermont Avenue



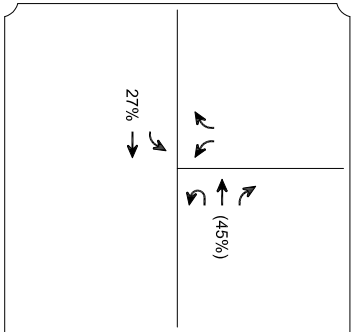

5. Harbor Boulevard & Ball Road



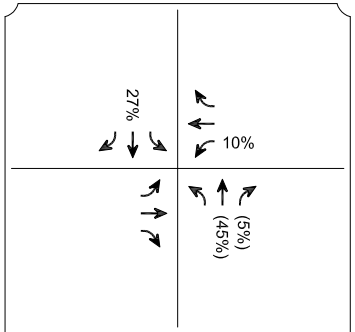

6. Harbor Boulevard & I-5 Northbound Ramps




7. Harbor Boulevard & I-5 Southbound Ramps




8. Harbor Boulevard & Manchester Avenue




9. Harbor Boulevard & Disney Way

Source: Gibson Transportation Consulting Inc. 2017

# Trip Distribution

Exhibit 12a

*Toy Story Parking Lot CUP Amendment*

Map Not to Scale

BonTerra PSOMAS

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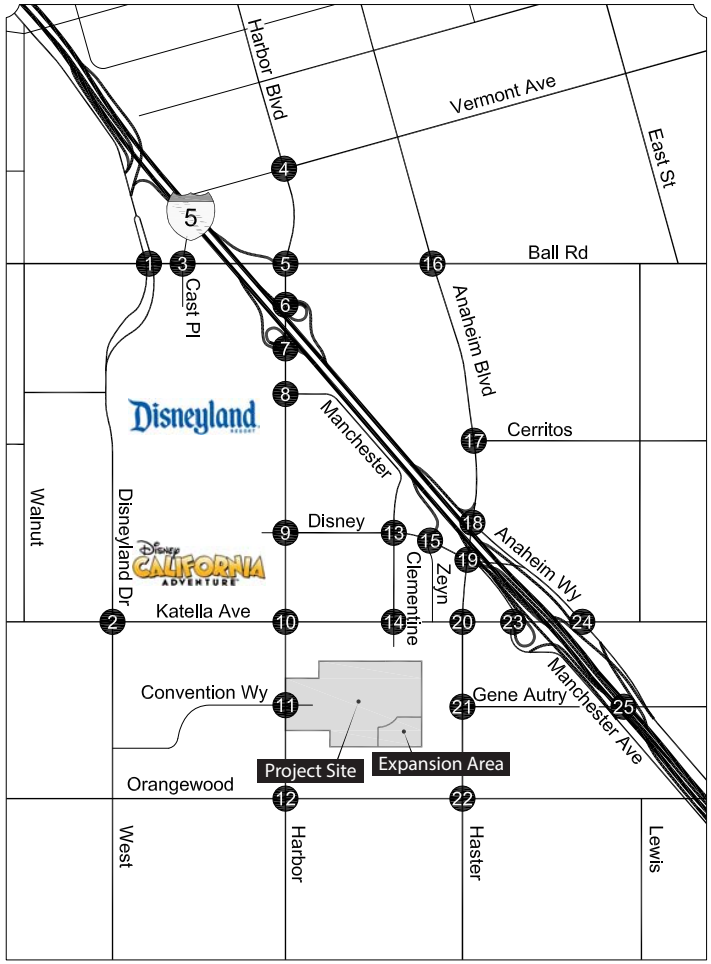
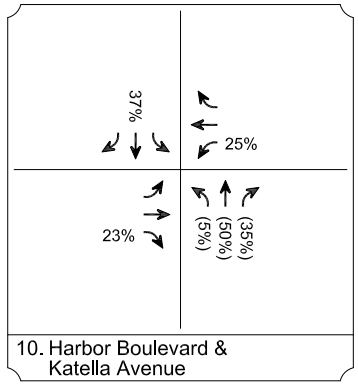
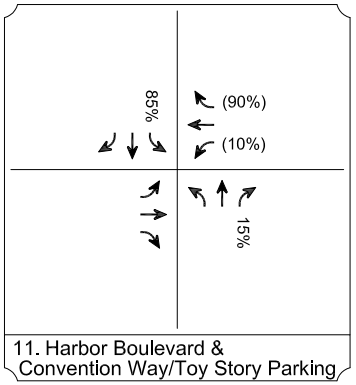



LEGEND

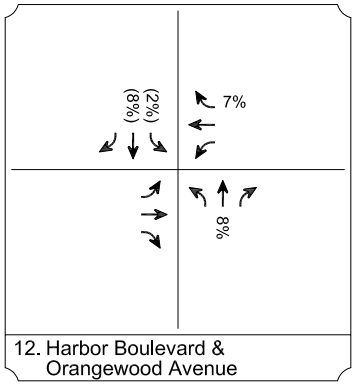
- Project Site
- # Analyzed Intersections
- X%(X%) Inbound(Outbound) Trip Percentage



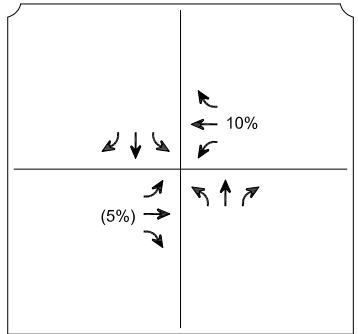

10. Harbor Boulevard & Katella Avenue



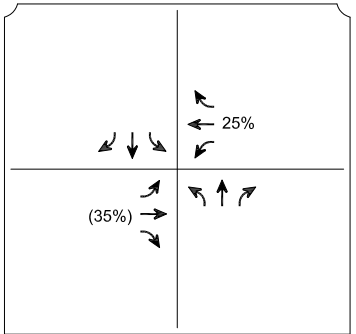

11. Harbor Boulevard & Convention Way/Toy Story Parking



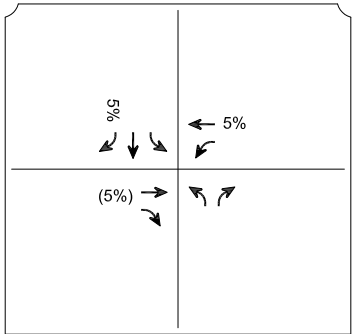

12. Harbor Boulevard & Orangewood Avenue



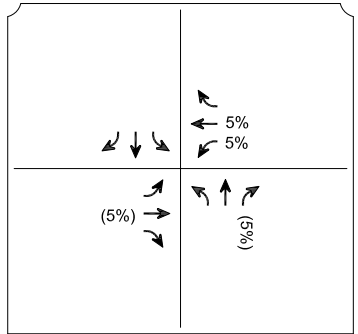

13. Manchester Ave/Clementine St & Disney Way



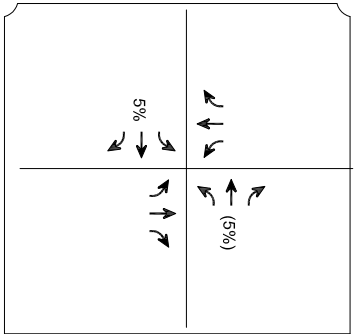

14. Clementine Street & Katella Avenue



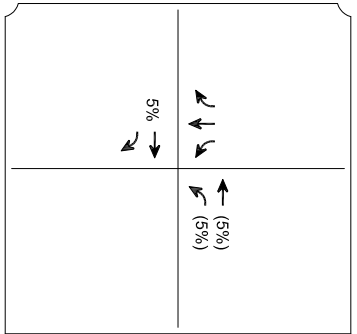

15. I-5 SB Off-Ramp / Zeyn Street & Disney Way




16. Anaheim Boulevard & Ball Road




17. Anaheim Boulevard & Cerritos Avenue




18. Anaheim Boulevard & I-5 NB On-Ramp / Anaheim Way

Source: Gibson Transportation Consulting Inc. 2017

# Trip Distribution

Exhibit 12b

*Toy Story Parking Lot CUP Amendment*

N W E S

Map Not to Scale

BonTerra PSOMAS

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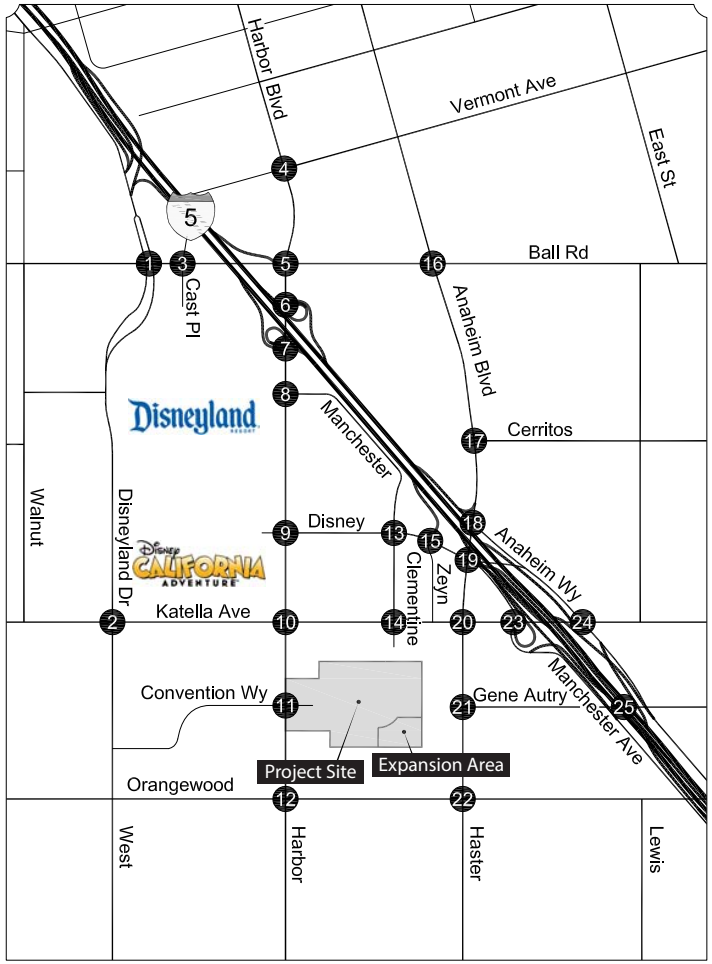
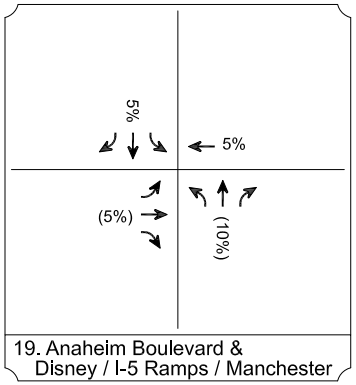
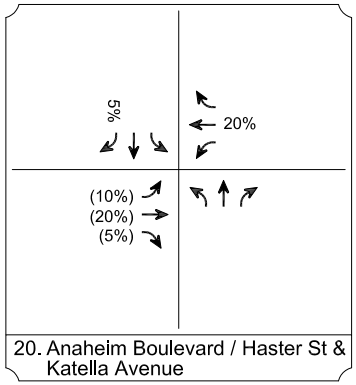



LEGEND

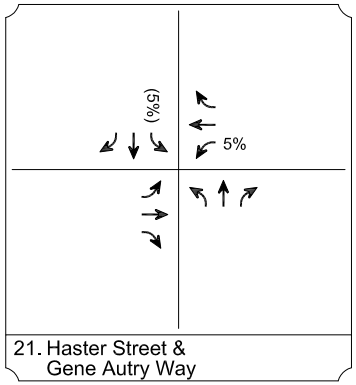
- Project Site
- # Analyzed Intersections
- X%(X%) Inbound(Outbound) Trip Percentage



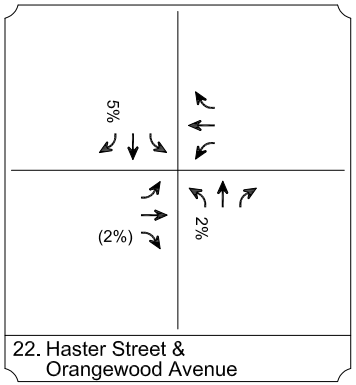

19. Anaheim Boulevard & Disney / I-5 Ramps / Manchester



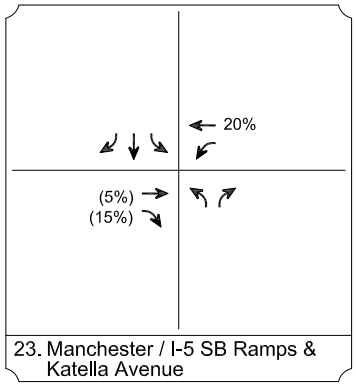

20. Anaheim Boulevard / Haster St & Katella Avenue



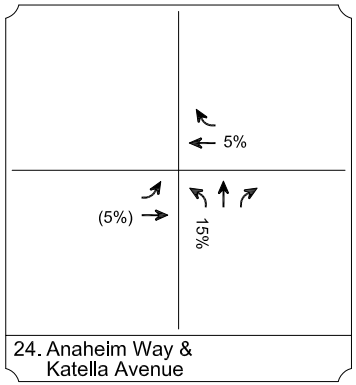

21. Haster Street & Gene Autry Way



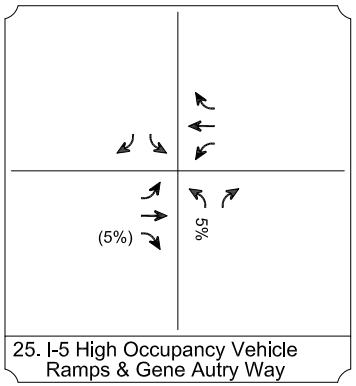

22. Haster Street & Orangewood Avenue




23. Manchester / I-5 SB Ramps & Katella Avenue




24. Anaheim Way & Katella Avenue




25. I-5 High Occupancy Vehicle Ramps & Gene Autry Way

Source: Gibson Transportation Consulting Inc. 2017

# Trip Distribution

Exhibit 12c

*Toy Story Parking Lot CUP Amendment*

Map Not to Scale

BonTerra PSOMAS

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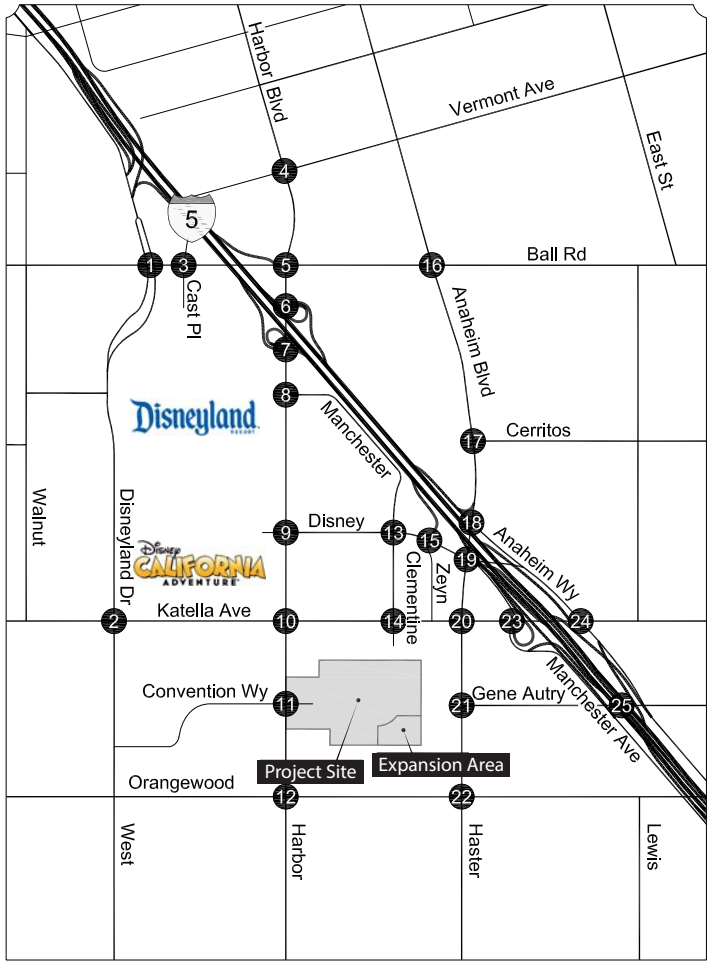
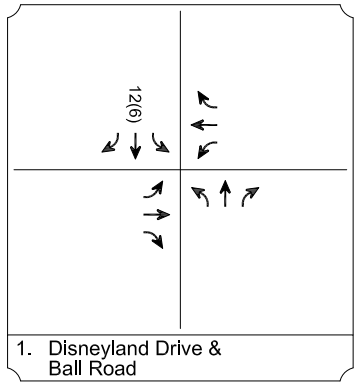
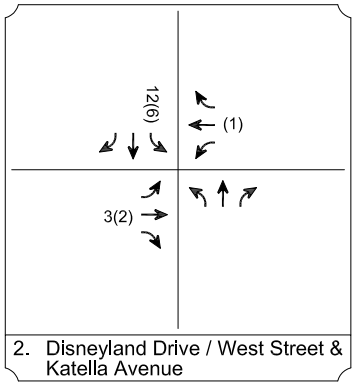



LEGEND

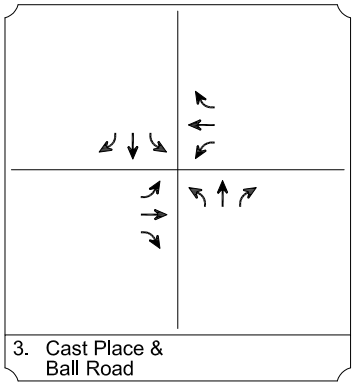
- Project Site
- # Analyzed Intersections
- X(X) AM(PM) Peak Hour Traffic Volumes



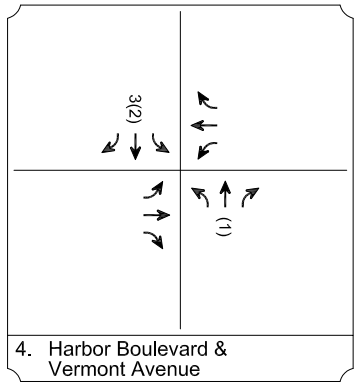

1. Disneyland Drive & Ball Road



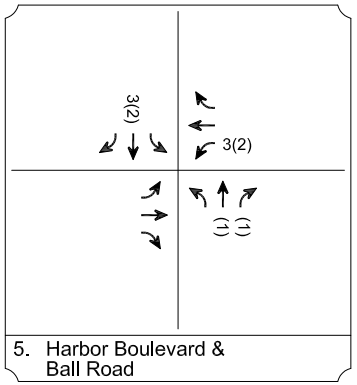

2. Disneyland Drive / West Street & Katella Avenue



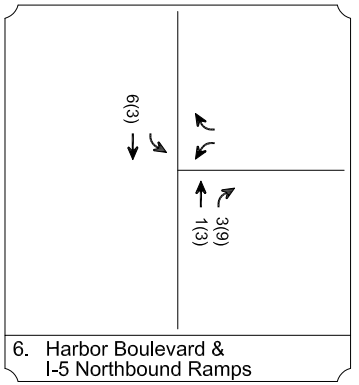
3. Cast Place & Ball Road



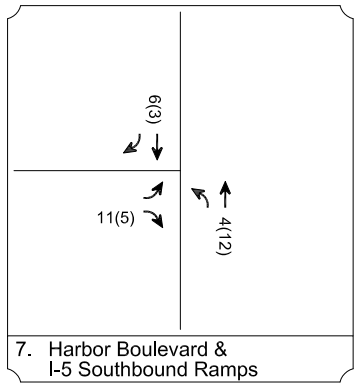

4. Harbor Boulevard & Vermont Avenue



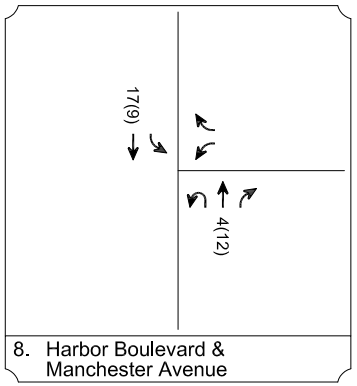

5. Harbor Boulevard & Ball Road



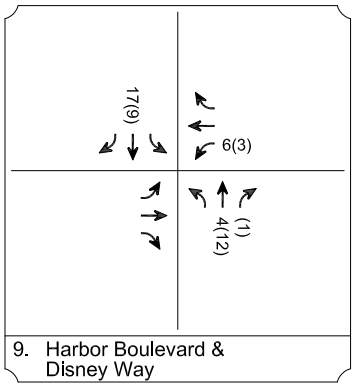

6. Harbor Boulevard & I-5 Northbound Ramps




7. Harbor Boulevard & I-5 Southbound Ramps




8. Harbor Boulevard & Manchester Avenue




9. Harbor Boulevard & Disney Way

Source: Gibson Transportation Consulting Inc. 2017

# Project AM and PM Peak Hour Traffic Volumes

Exhibit 13a

*Toy Story Parking Lot CUP Amendment*

Map Not to Scale

BonTerra PSOMAS

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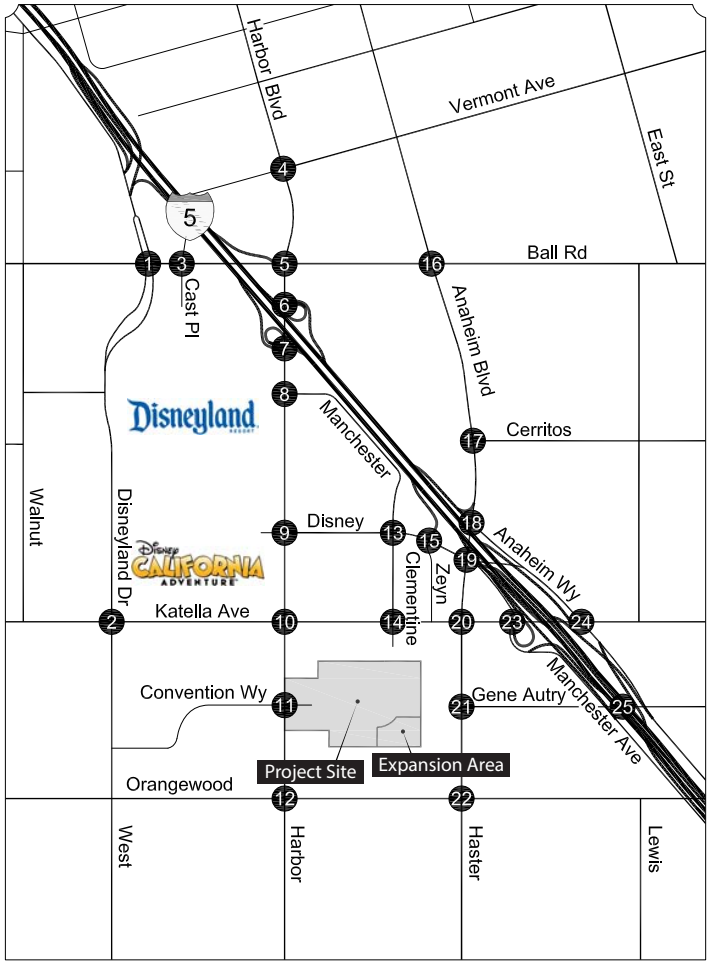
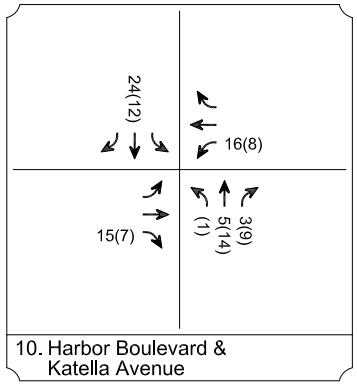
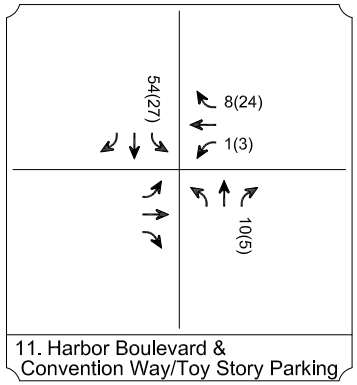



LEGEND

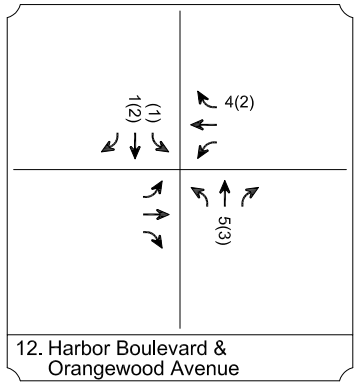
- Project Site
- # Analyzed Intersections
- X(X) AM(PM) Peak Hour Traffic Volumes



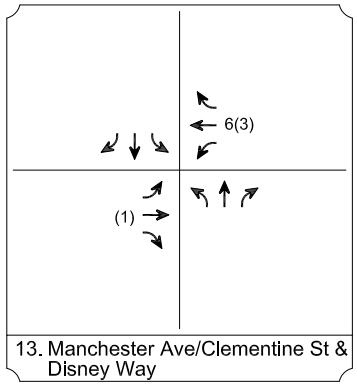

10. Harbor Boulevard & Katella Avenue



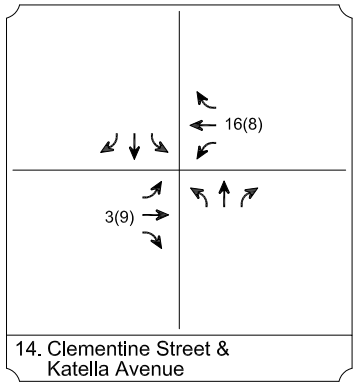

11. Harbor Boulevard & Convention Way/Toy Story Parking



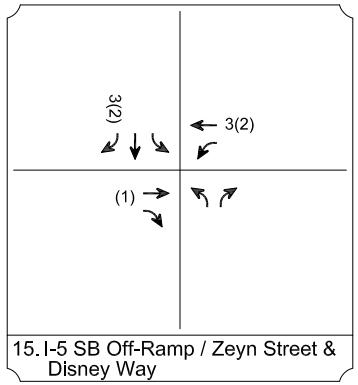

12. Harbor Boulevard & Orangewood Avenue



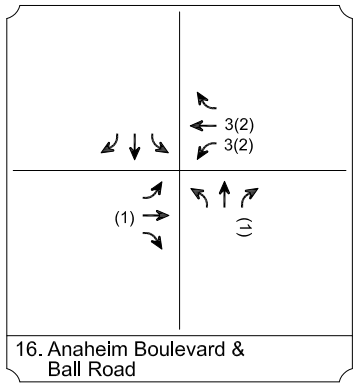

13. Manchester Ave/Clementine St & Disney Way



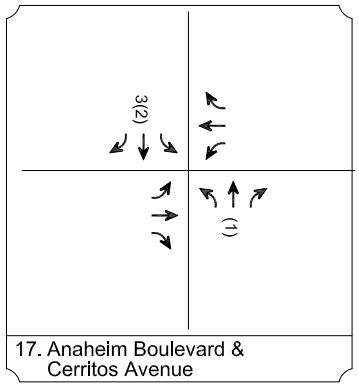

14. Clementine Street & Katella Avenue



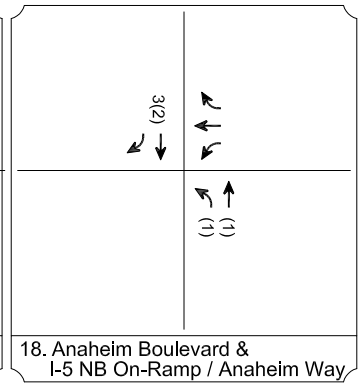

15. I-5 SB Off-Ramp / Zeyn Street & Disney Way




16. Anaheim Boulevard & Ball Road




17. Anaheim Boulevard & Cerritos Avenue




18. Anaheim Boulevard & I-5 NB On-Ramp / Anaheim Way

Source: Gibson Transportation Consulting Inc. 2017

# Project AM and PM Peak Hour Traffic Volumes

Exhibit 13b

*Toy Story Parking Lot CUP Amendment*

Map Not to Scale

BonTerra PSOMAS

(07/17/17 MMD) R:\Projects\ANA\3ANA009103\Graphics\CUPAmendment2016\Ex13b_traffic_vols_ampm_B_20170717.pdf

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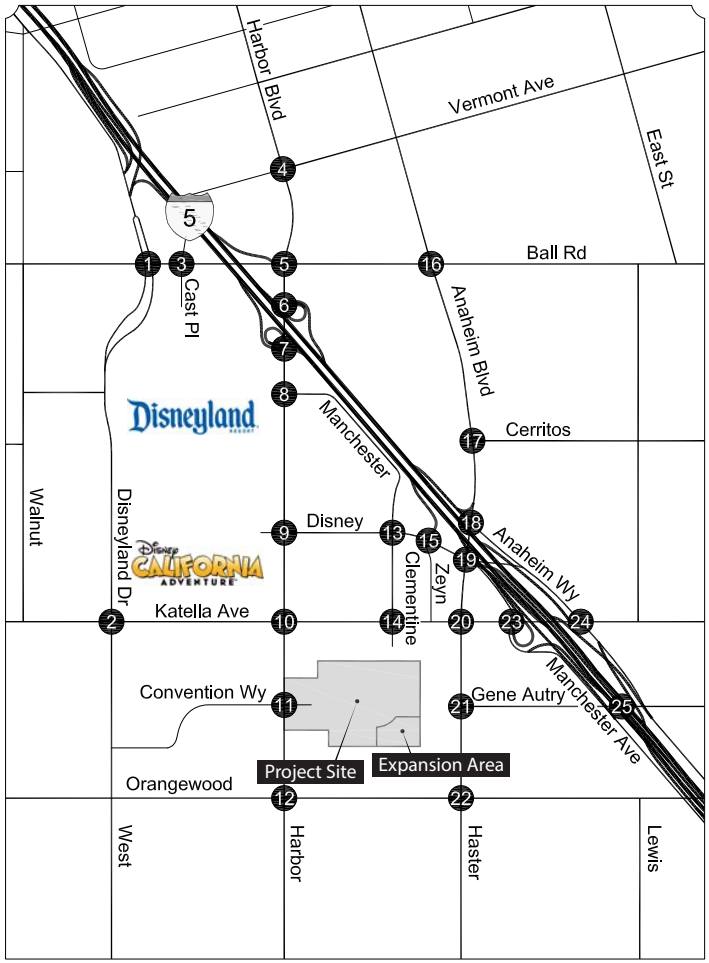
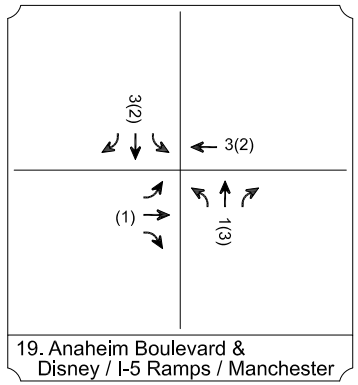
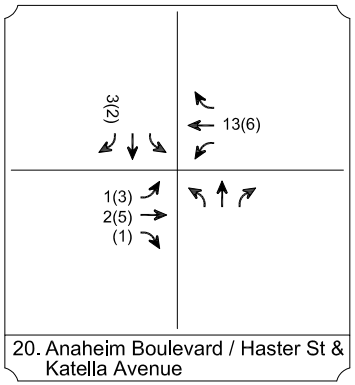
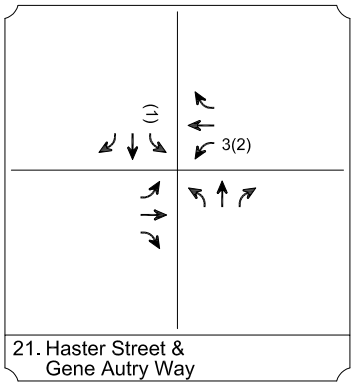


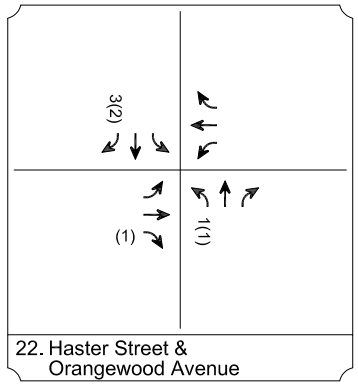

19. Anaheim Boulevard & Disney / I-5 Ramps / Manchester



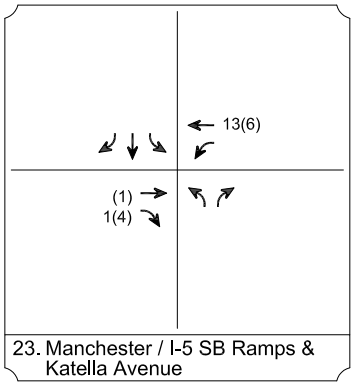

20. Anaheim Boulevard / Haster St & Katella Avenue



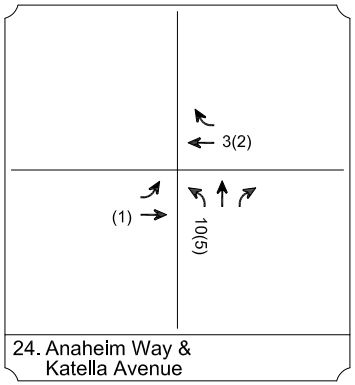

21. Haster Street & Gene Autry Way



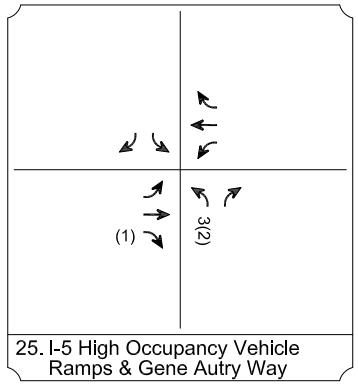

22. Haster Street & Orangewood Avenue




23. Manchester / I-5 SB Ramps & Katella Avenue




24. Anaheim Way & Katella Avenue




25. I-5 High Occupancy Vehicle Ramps & Gene Autry Way

Source: Gibson Transportation Consulting Inc. 2017

# Project AM and PM Peak Hour Traffic Volumes

Exhibit 13c

*Toy Story Parking Lot CUP Amendment*

Map Not to Scale

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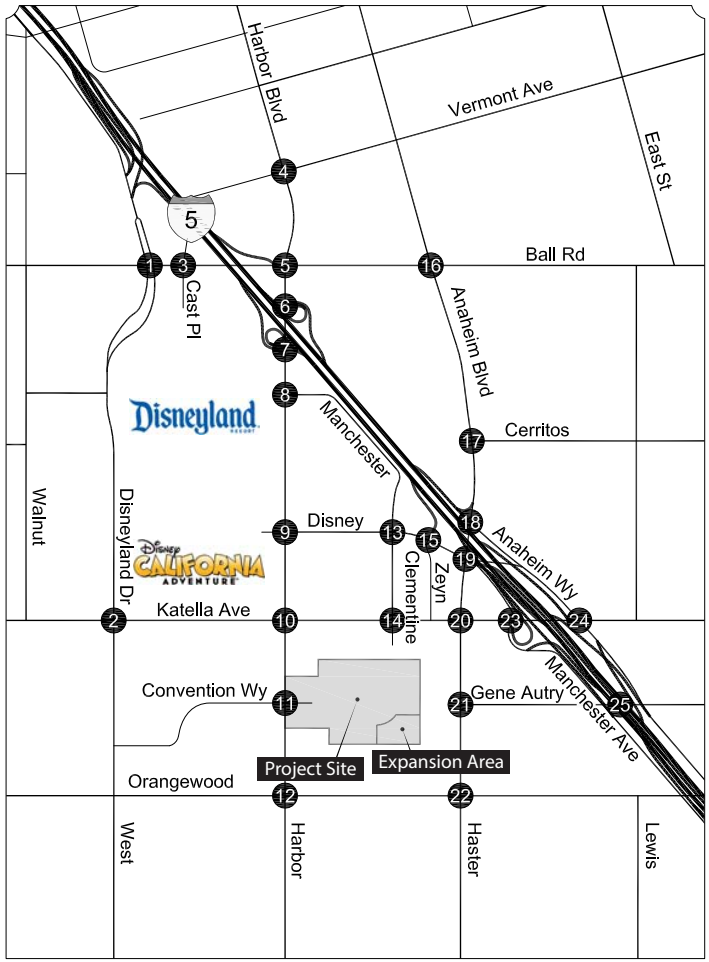
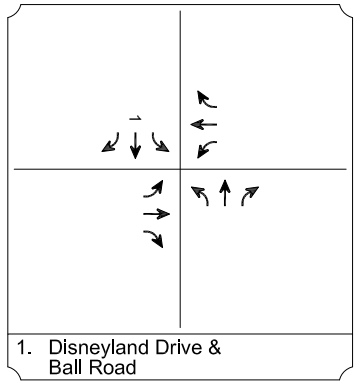
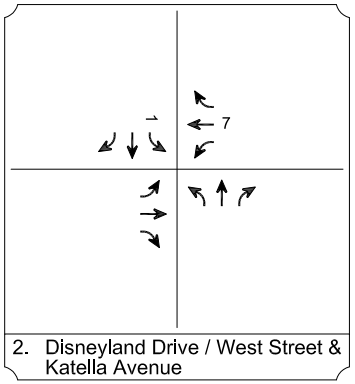



LEGEND

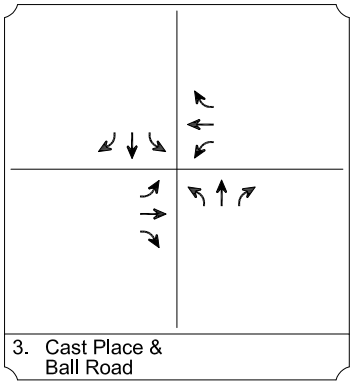
- Project Site
- # Analyzed Intersections
- X Late Night Peak Hour Traffic Volume



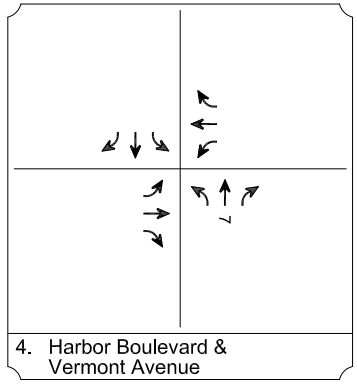
1. Disneyland Drive & Ball Road



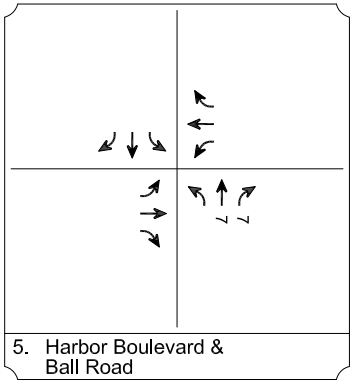
2. Disneyland Drive / West Street & Katella Avenue



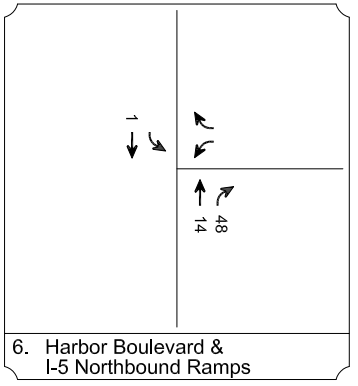
3. Cast Place & Ball Road



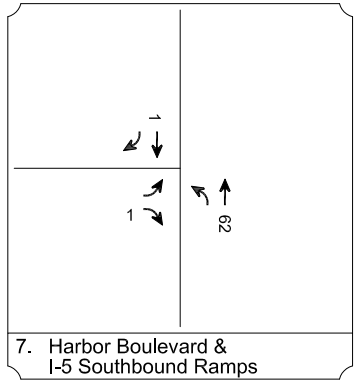
4. Harbor Boulevard & Vermont Avenue



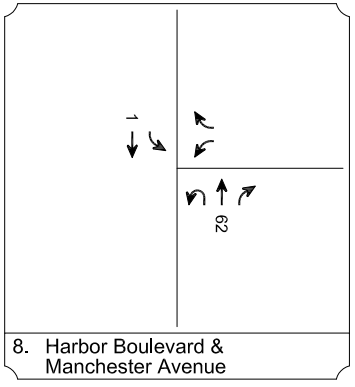
5. Harbor Boulevard & Ball Road



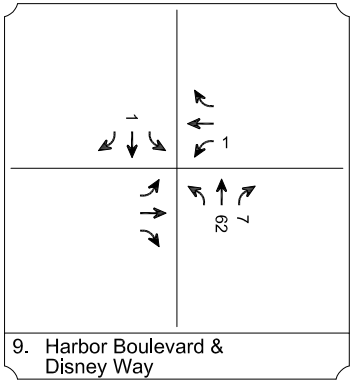
6. Harbor Boulevard & I-5 Northbound Ramps



7. Harbor Boulevard & I-5 Southbound Ramps



8. Harbor Boulevard & Manchester Avenue



9. Harbor Boulevard & Disney Way

Source: Gibson Transportation Consulting Inc. 2017

# Project Late PM Peak Hour Traffic Volumes

Exhibit 14a

*Toy Story Parking Lot CUP Amendment*

Map Not to Scale

(07/17/17 MMD) R:\Projects\ANA\3ANA009103\Graphics\CUPAmendment2016\Ex14a_traffic_vols_late_pm_A_20170717.pdf

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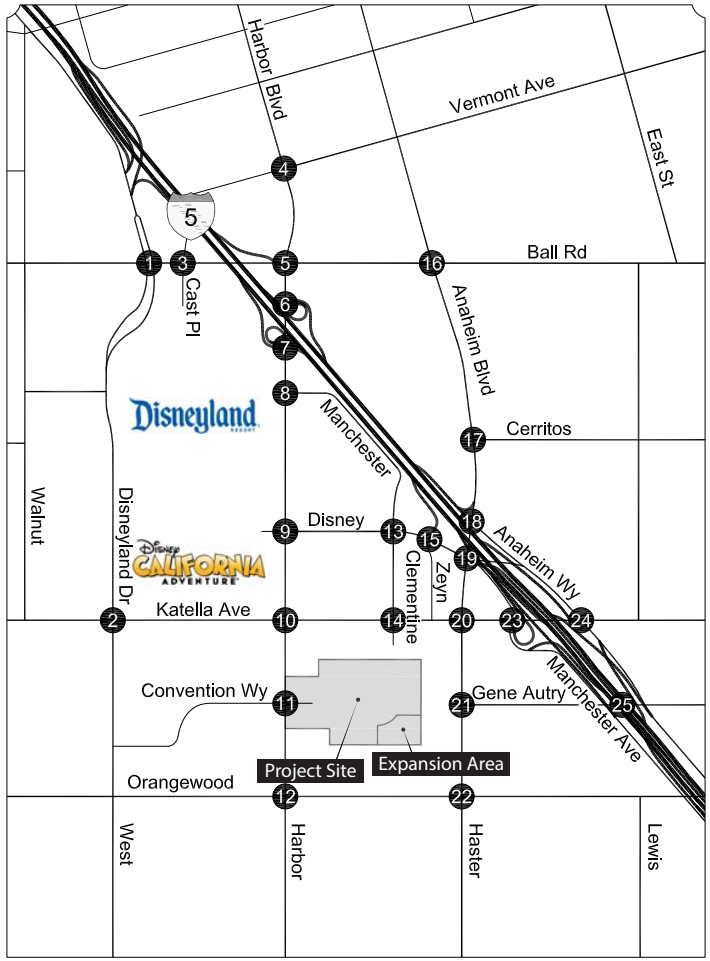
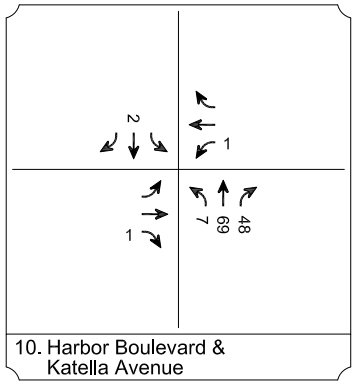
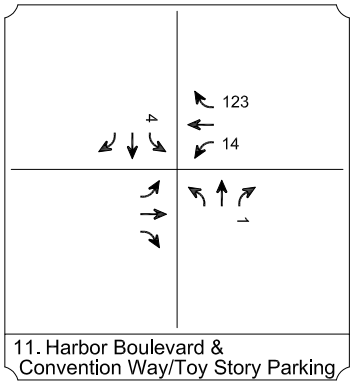



LEGEND

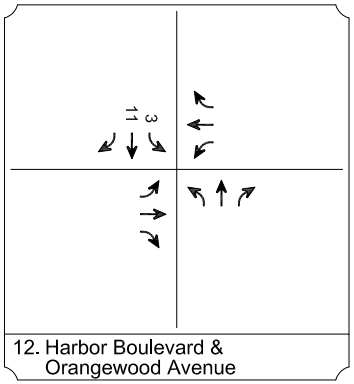
- Project Site
- # Analyzed Intersections
- X Late Night Peak Hour Traffic Volume



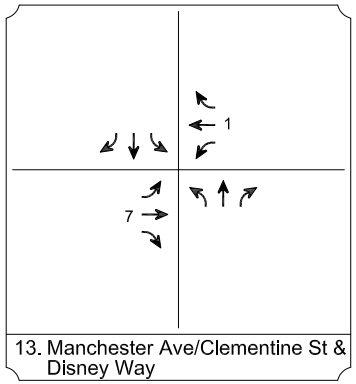

10. Harbor Boulevard & Katella Avenue



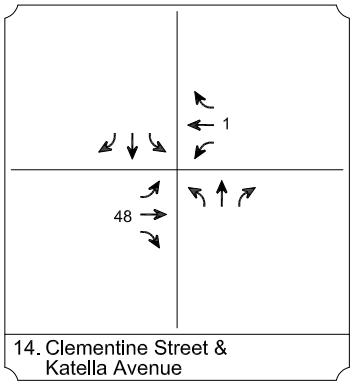

11. Harbor Boulevard & Convention Way/Toy Story Parking



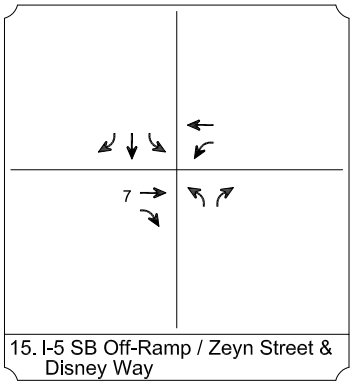

12. Harbor Boulevard & Orangewood Avenue



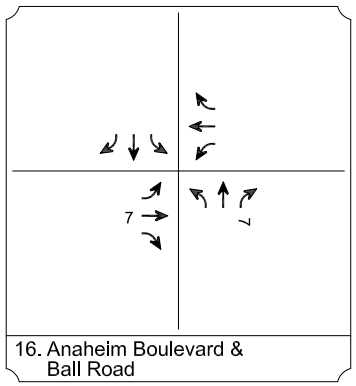

13. Manchester Ave/Clementine St & Disney Way



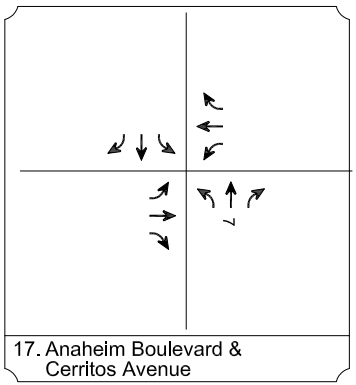

14. Clementine Street & Katella Avenue



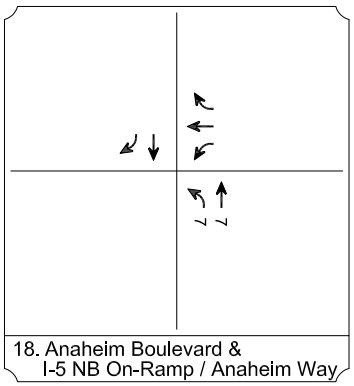

15. I-5 SB Off-Ramp / Zeyn Street & Disney Way




16. Anaheim Boulevard & Ball Road




17. Anaheim Boulevard & Cerritos Avenue




18. Anaheim Boulevard & I-5 NB On-Ramp / Anaheim Way

Source: Gibson Transportation Consulting Inc. 2017

# Project Late PM Peak Hour Traffic Volumes

Exhibit 14b

*Toy Story Parking Lot CUP Amendment*


Map Not to Scale

BonTerra PSOMAS

(07/17/17 MMD) R:\Projects\ANA\3ANA009103\Graphics\CUPAmendment2016\Ex14b_traffic_vols_late_pm_B_20170717.pdf

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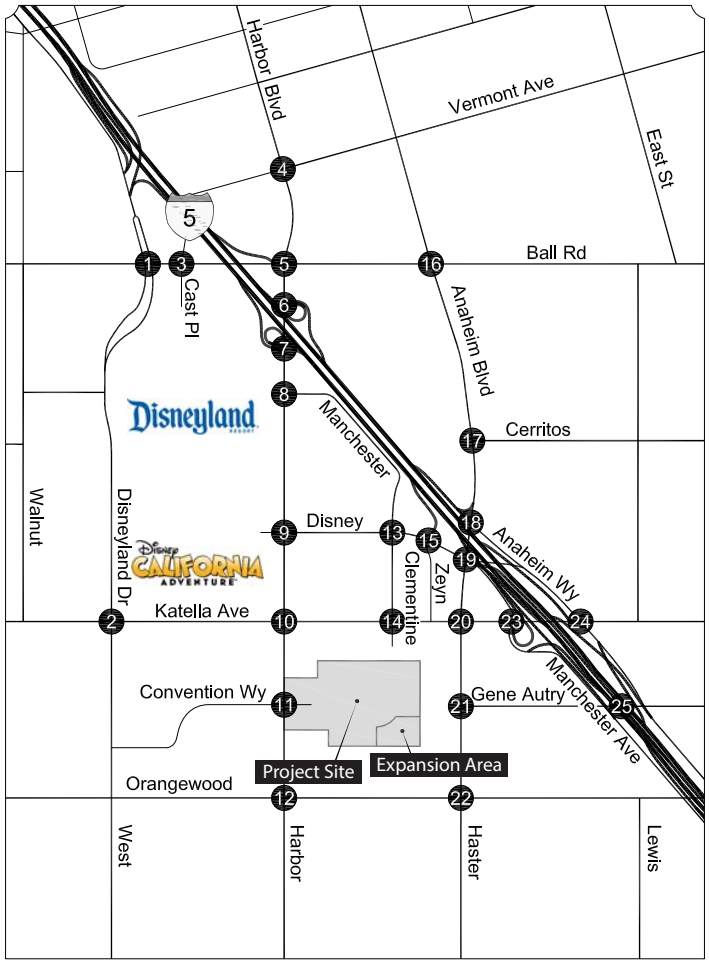
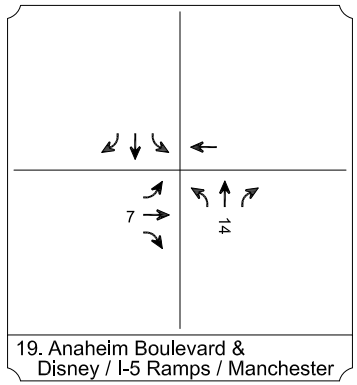
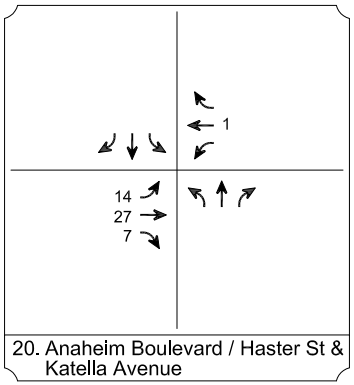



LEGEND

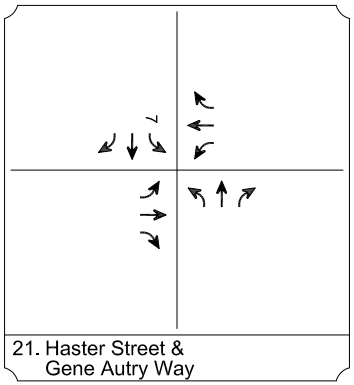
- Project Site
- # Analyzed Intersections
- X Late Night Peak Hour Traffic Volume



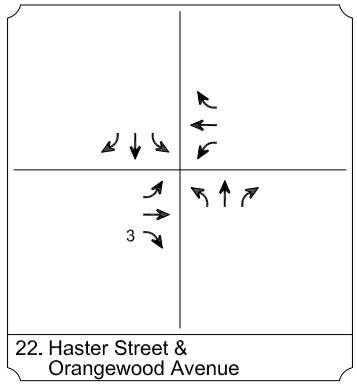

19. Anaheim Boulevard & Disney / I-5 Ramps / Manchester



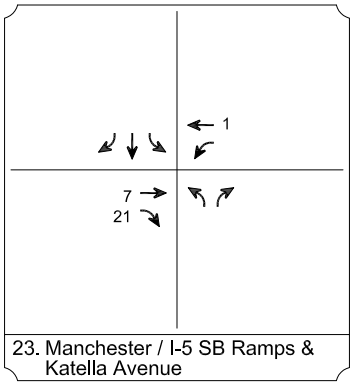

20. Anaheim Boulevard / Haster St & Katella Avenue



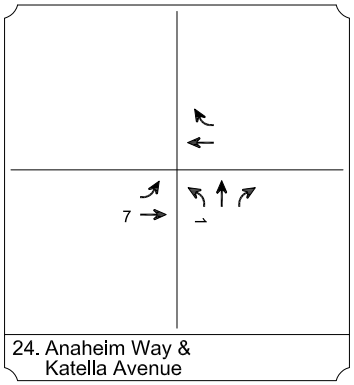

21. Haster Street & Gene Autry Way



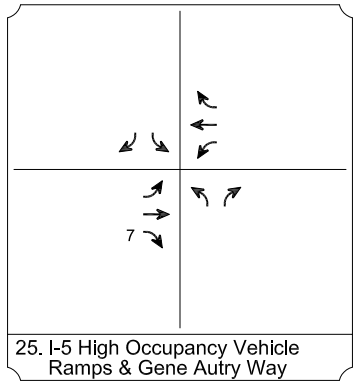

22. Haster Street & Orangewood Avenue




23. Manchester / I-5 SB Ramps & Katella Avenue




24. Anaheim Way & Katella Avenue




25. I-5 High Occupancy Vehicle Ramps & Gene Autry Way

Source: Gibson Transportation Consulting Inc. 2017

# Project Late PM Peak Hour Traffic Volumes

Exhibit 14c

*Toy Story Parking Lot CUP Amendment*

Map Not to Scale

(07/17/17 MMD) R:\Projects\ANA\3ANA009103\Graphics\CUPAmendment2016\Ex14c_traffic_vols_late_pm_C_20170717.pdf

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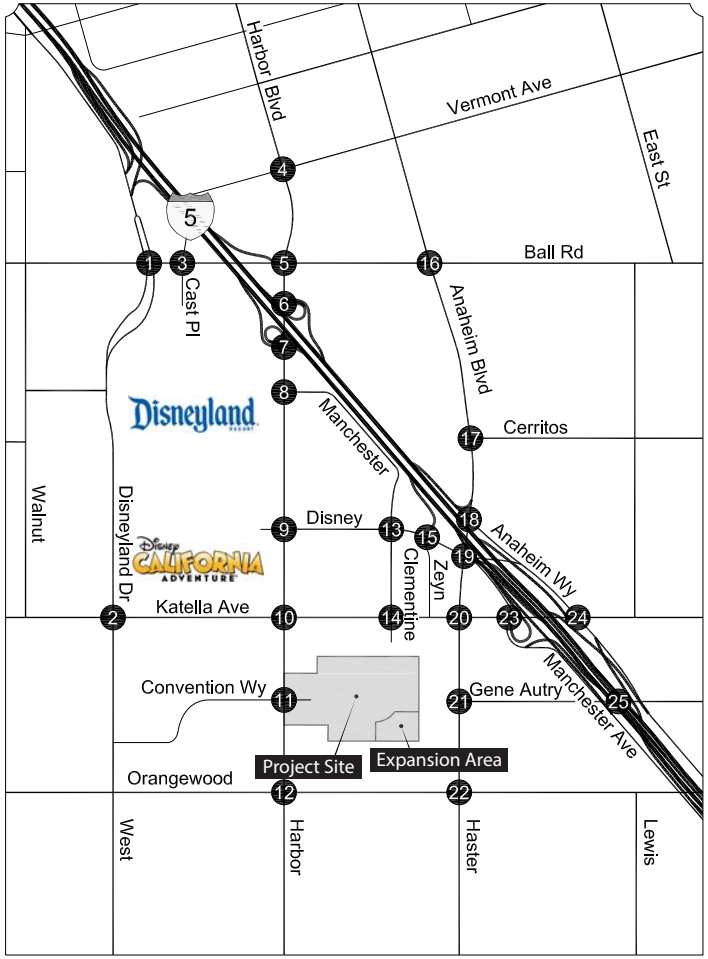
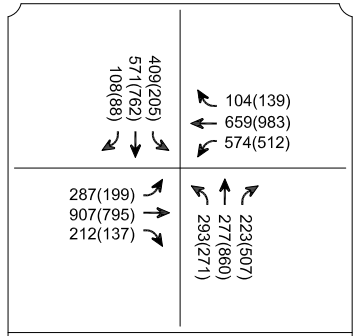
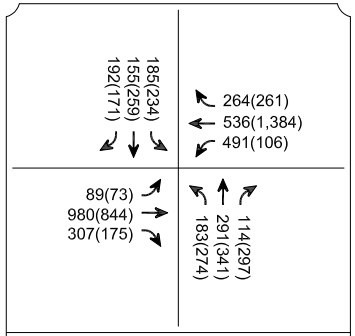



LEGEND

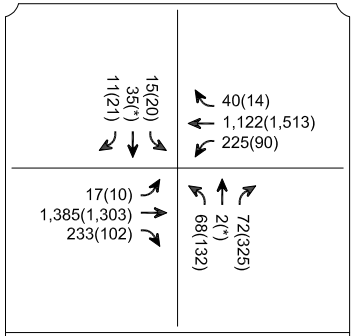
- Project Site
- # Analyzed Intersections
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume



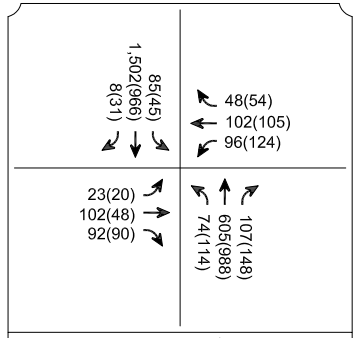

1. Disneyland Drive & Ball Road



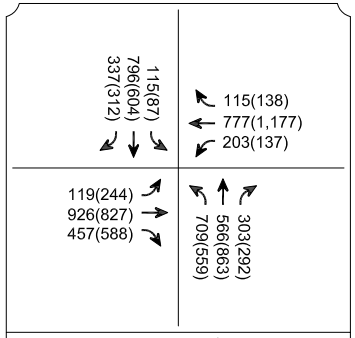

2. Disneyland Drive / West Street & Katella Avenue



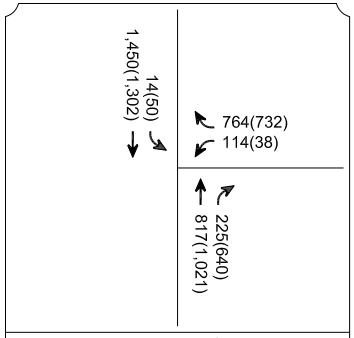

3. Cast Place & Ball Road



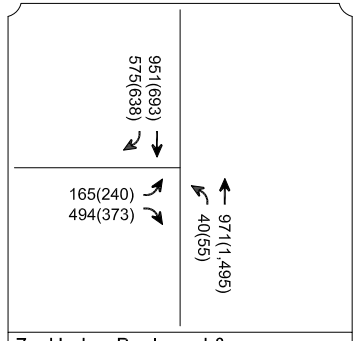

4. Harbor Boulevard & Vermont Avenue



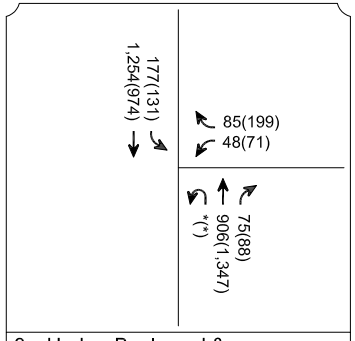

5. Harbor Boulevard & Ball Road



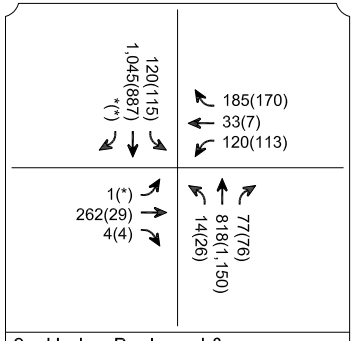

6. Harbor Boulevard & I-5 Northbound Ramps




7. Harbor Boulevard & I-5 Southbound Ramps




8. Harbor Boulevard & Manchester Avenue




9. Harbor Boulevard & Disney Way

Source: Gibson Transportation Consulting Inc. 2017

# Existing with Project (Year 2017) AM and PM Peak Hour Traffic Volumes

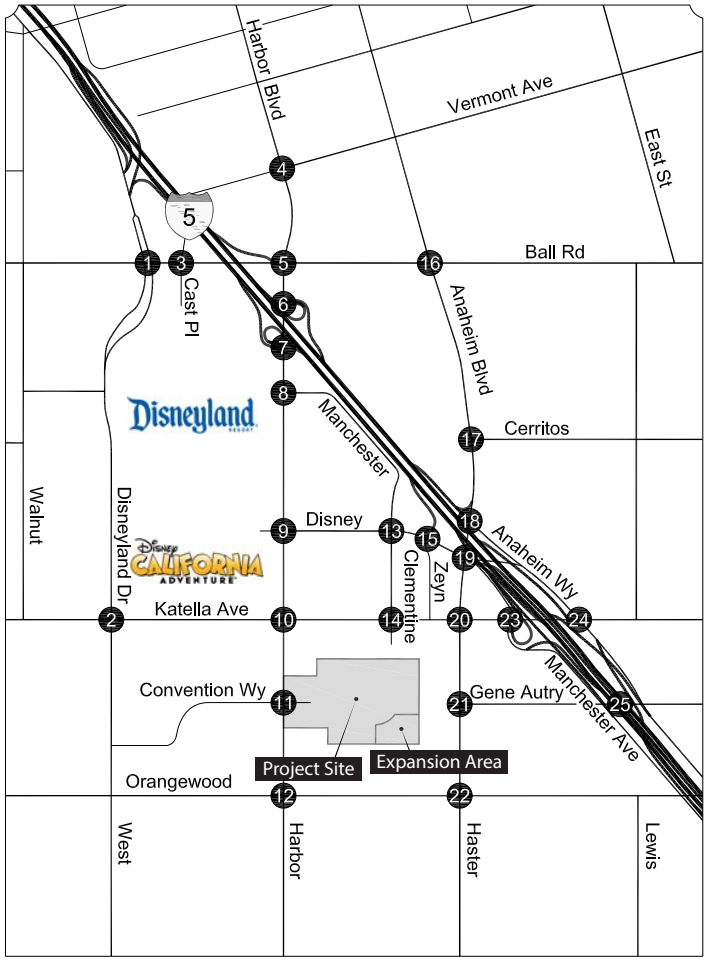
Exhibit 15a

*Toy Story Parking Lot CUP Amendment*

Map Not to Scale

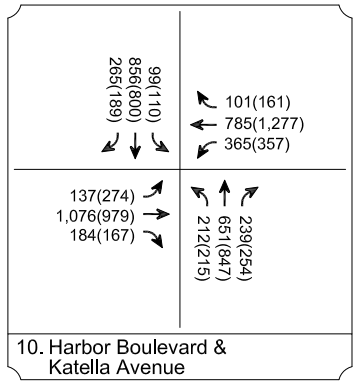
(07/17/17 MMD) R:\Projects\ANA\3ANA009103\Graphics\CUPAmendment2016\Ex15a_exist_proj_traffic_vols_ampm_A_20170717.pdf

D:\Projects\Anaheim\J0091\Graphics\CUP_Amendment2016\Ex_exist_proj_traffic_vols_ampm_A_20170717.ai

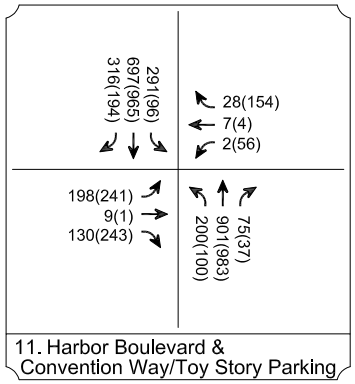



LEGEND

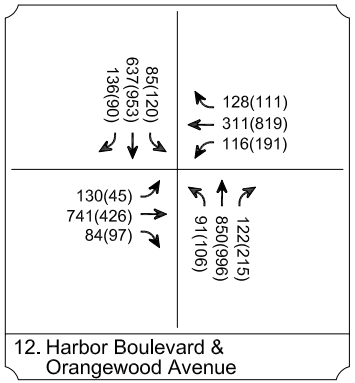
- Project Site
- # Analyzed Intersections
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume



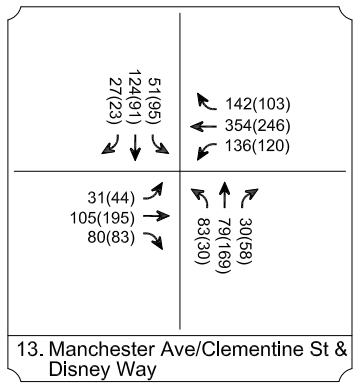

10. Harbor Boulevard & Katella Avenue



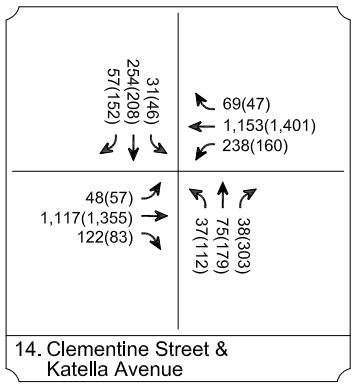

11. Harbor Boulevard & Convention Way/Toy Story Parking



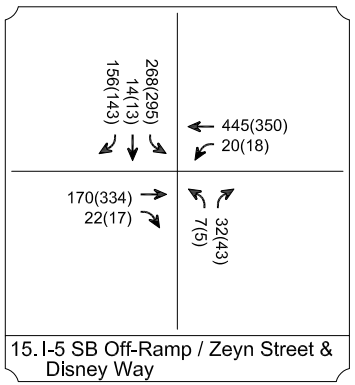

12. Harbor Boulevard & Orangewood Avenue



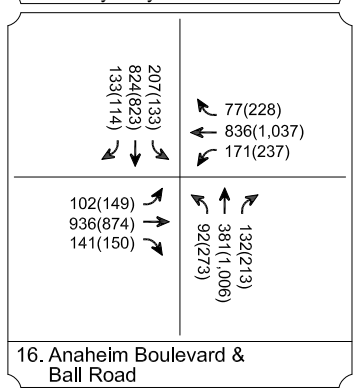

13. Manchester Ave/Clementine St & Disney Way



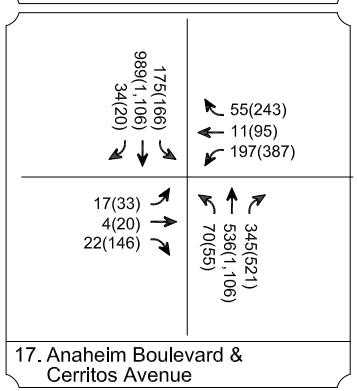

14. Clementine Street & Katella Avenue



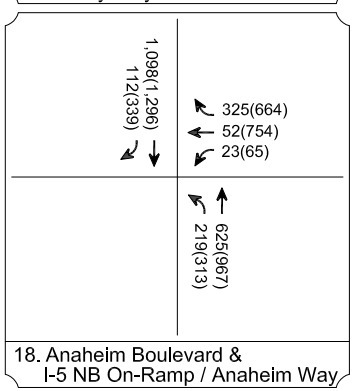

15. I-5 SB Off-Ramp / Zeyn Street & Disney Way




16. Anaheim Boulevard & Ball Road




17. Anaheim Boulevard & Cerritos Avenue




18. Anaheim Boulevard & I-5 NB On-Ramp / Anaheim Way

Source: Gibson Transportation Consulting Inc. 2017

# Existing with Project (Year 2017) AM and PM Peak Hour Traffic Volumes

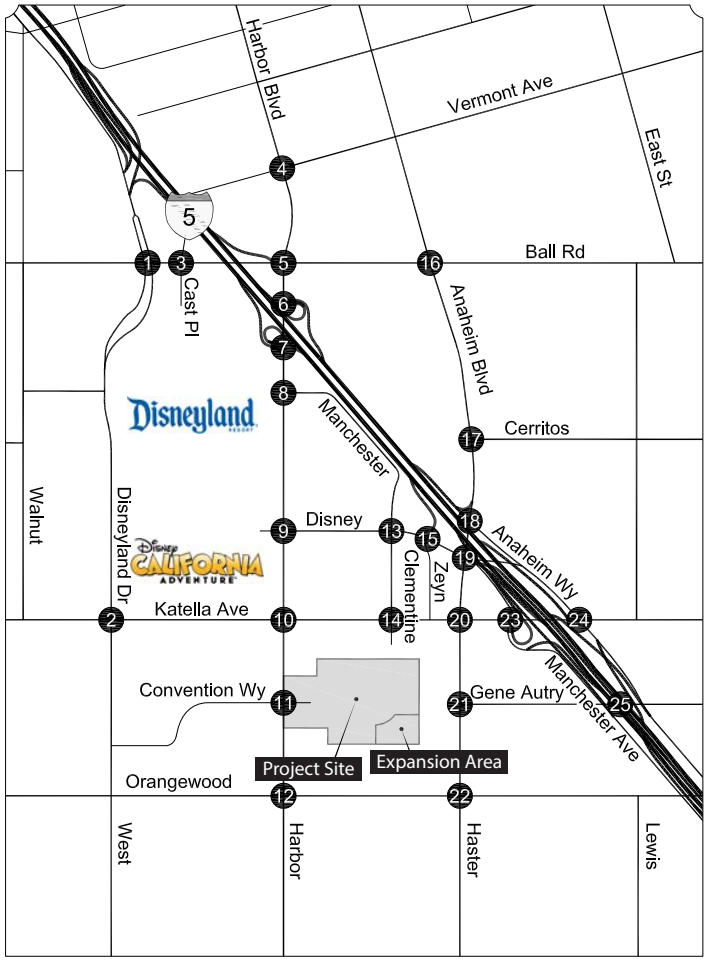
Exhibit 15b

*Toy Story Parking Lot CUP Amendment*

Map Not to Scale

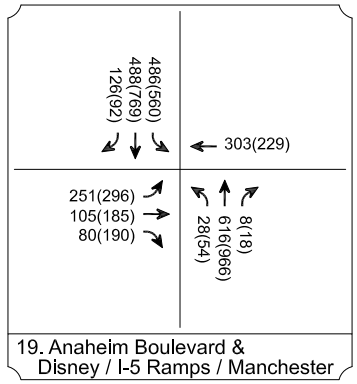
(07/17/17 MMD) R:\Projects\ANA\3ANA009103\Graphics\CUPAmendment2016\Ex15b_exist_proj_traffic_vols_ampm_B_20170717.pdf

D:\Projects\Anaheim\J0091\Graphics\CUP_Amendment2016\Ex_exist_proj_traffic_vols_ampm_B_20170717.ai

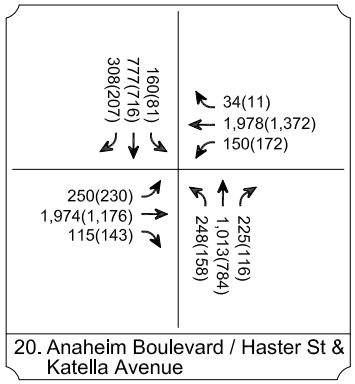



LEGEND

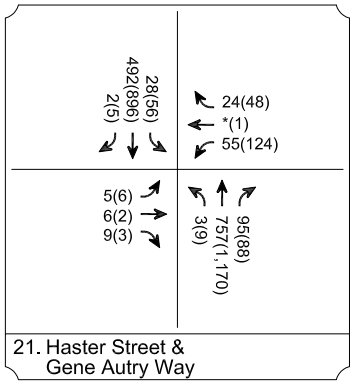
- Project Site
- # Analyzed Intersections
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume



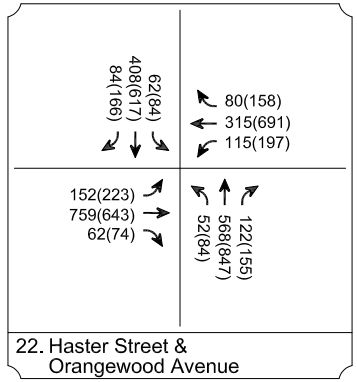

19. Anaheim Boulevard & Disney / I-5 Ramps / Manchester



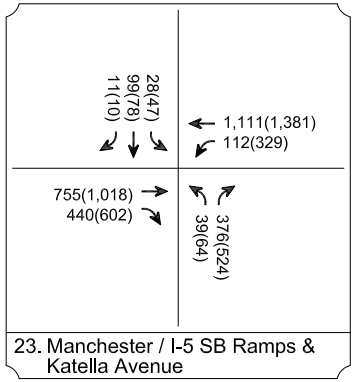

20. Anaheim Boulevard / Haster St & Katella Avenue



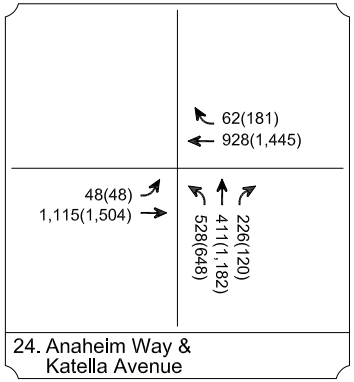

21. Haster Street & Gene Autry Way



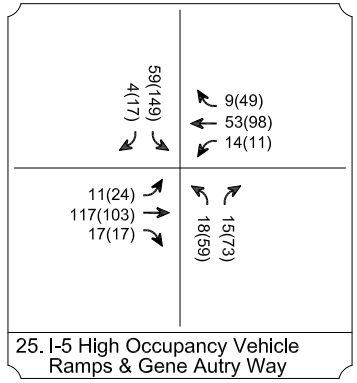

22. Haster Street & Orangewood Avenue




23. Manchester / I-5 SB Ramps & Katella Avenue




24. Anaheim Way & Katella Avenue




25. I-5 High Occupancy Vehicle Ramps & Gene Autry Way

Source: Gibson Transportation Consulting Inc. 2017

# Existing with Project (Year 2017) AM and PM Peak Hour Traffic Volumes

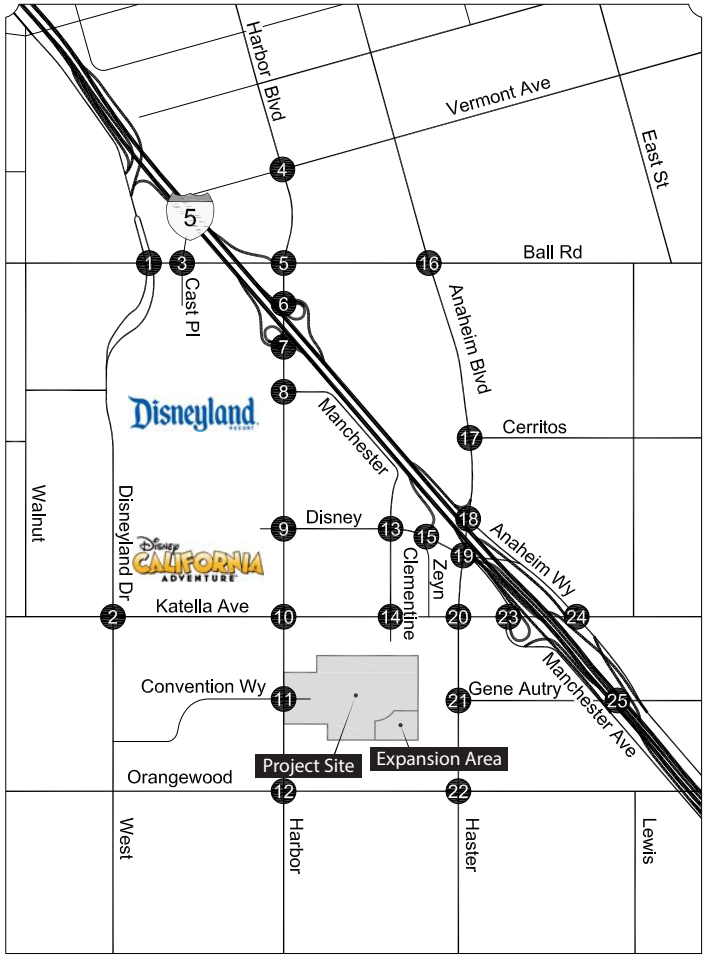
Exhibit 15c

*Toy Story Parking Lot CUP Amendment*

Map Not to Scale

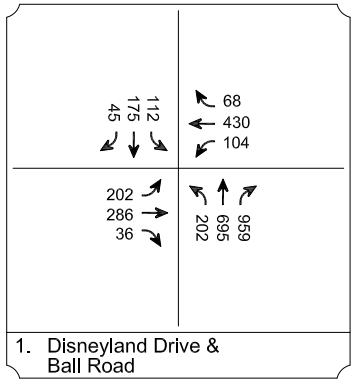
(07/17/17 MMD) R:\Projects\ANA\3ANA009103\Graphics\CUPAmendment2016\Ex15c_exist_proj_traffic_vols_ampm_C_20170717.pdf

D:\Projects\Anaheim\J0091\Graphics\CUP_Amendment2016\Ex_exist_proj_traffic_vols_ampm_C_20170717.ai

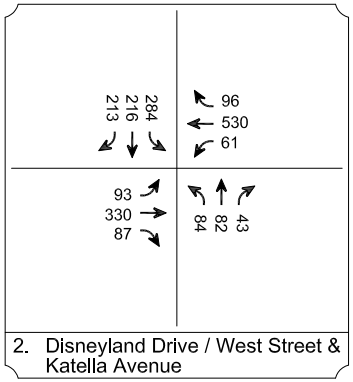



LEGEND

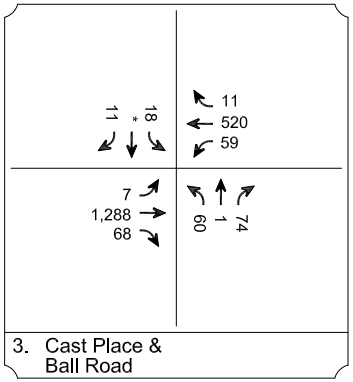
- Project Site
- # Analyzed Intersections
- X Late Night Peak Hour Traffic Volume
- * Negligible Volume



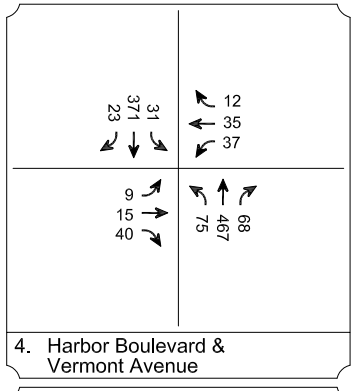

1. Disneyland Drive & Ball Road



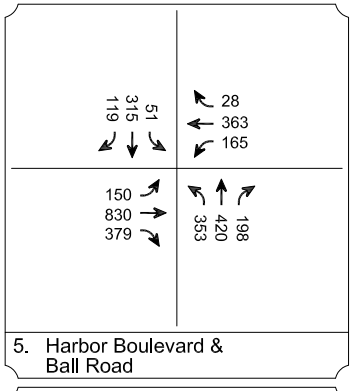

2. Disneyland Drive / West Street & Katella Avenue



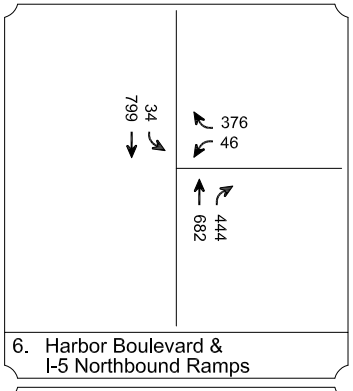

3. Cast Place & Ball Road



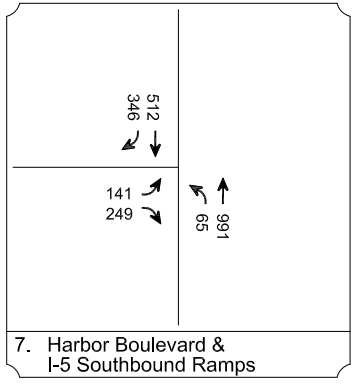

4. Harbor Boulevard & Vermont Avenue



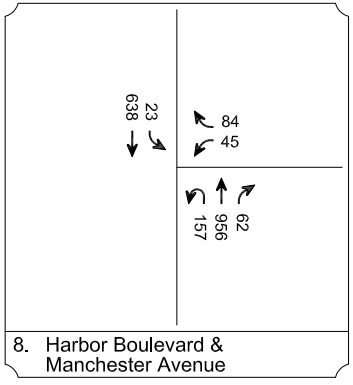

5. Harbor Boulevard & Ball Road



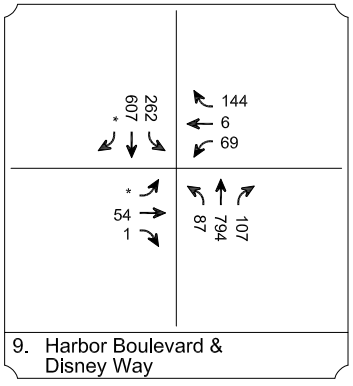

6. Harbor Boulevard & I-5 Northbound Ramps




7. Harbor Boulevard & I-5 Southbound Ramps




8. Harbor Boulevard & Manchester Avenue




9. Harbor Boulevard & Disney Way

Source: Gibson Transportation Consulting Inc. 2017

# Existing with Project (Year 2017) Late PM Peak Hour Traffic Volumes

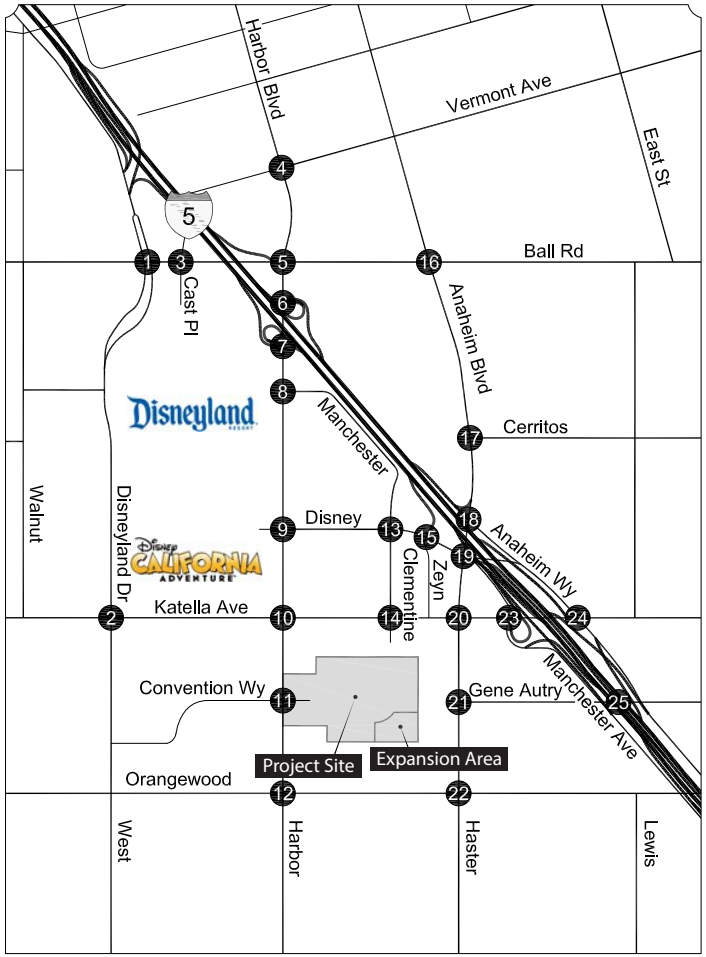
Exhibit 16a

*Toy Story Parking Lot CUP Amendment*

Map Not to Scale

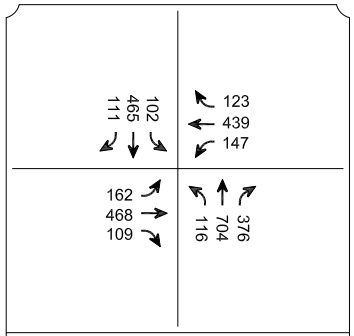
(07/17/17 MMD) R:\Projects\ANA\3ANA009103\Graphics\CUPAmendment2016\Ex16a_exist_proj_traffic_vols_late_pm_A_20170717.pdf

D:\Projects\Anaheim\J0091\Graphics\CUP_Amendment2016\Ex_exist_proj_traffic_vols_late_pm_A_20170717.ai

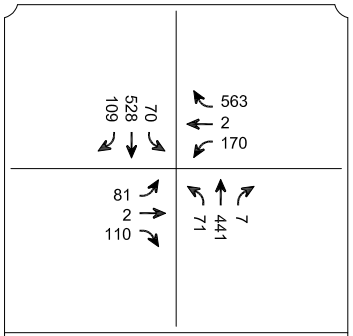



LEGEND

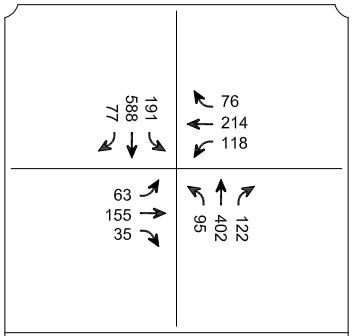
- Project Site
- # Analyzed Intersections
- X Late Night Peak Hour Traffic Volume
- * Negligible Volume



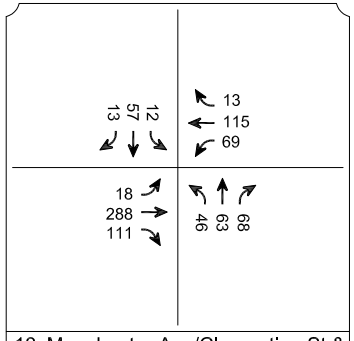

10. Harbor Boulevard & Katella Avenue



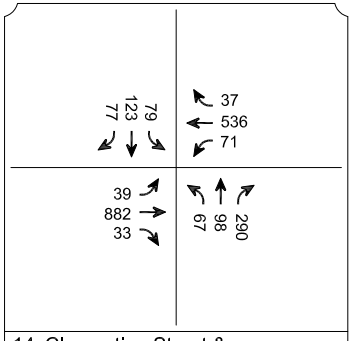

11. Harbor Boulevard & Convention Way/Toy Story Parking



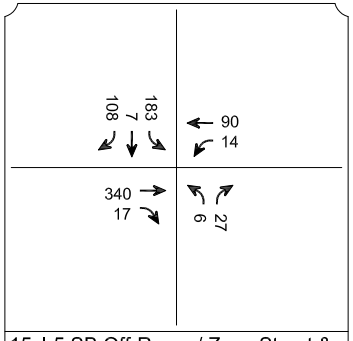

12. Harbor Boulevard & Orangewood Avenue



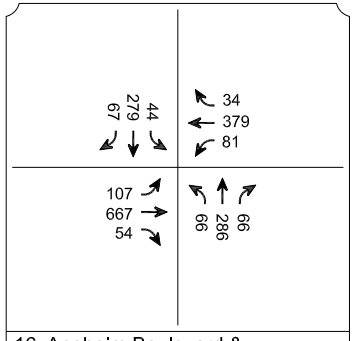

13. Manchester Ave/Clementine St & Disney Way



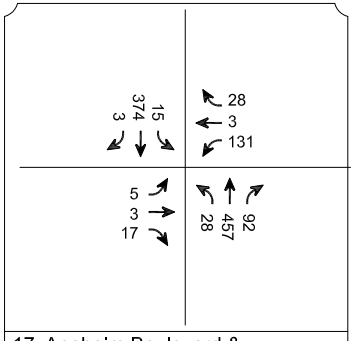

14. Clementine Street & Katella Avenue



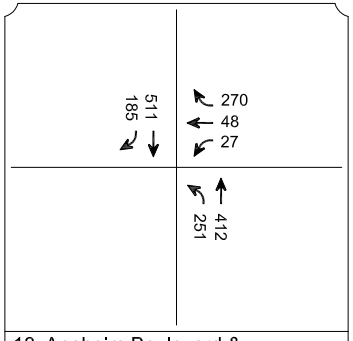

15. I-5 SB Off-Ramp / Zeyn Street & Disney Way




16. Anaheim Boulevard & Ball Road




17. Anaheim Boulevard & Cerritos Avenue




18. Anaheim Boulevard & I-5 NB On-Ramp / Anaheim Way

Source: Gibson Transportation Consulting Inc. 2017

# Existing with Project (Year 2017) Late PM Peak Hour Traffic Volumes

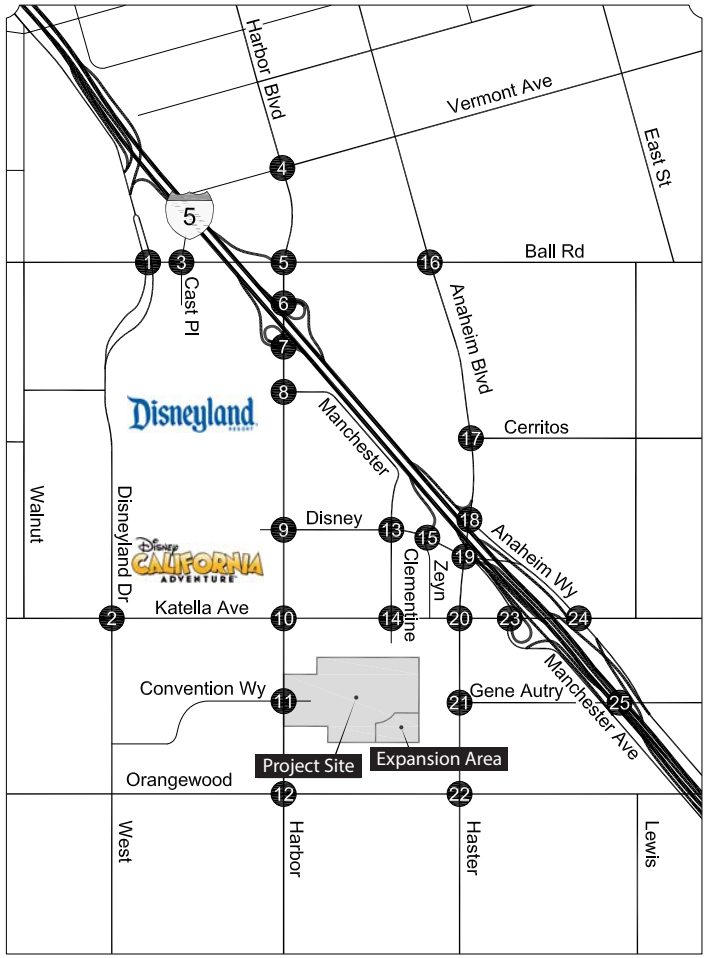
Exhibit 16b

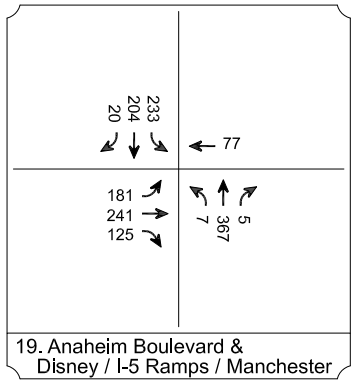
*Toy Story Parking Lot CUP Amendment*

Map Not to Scale

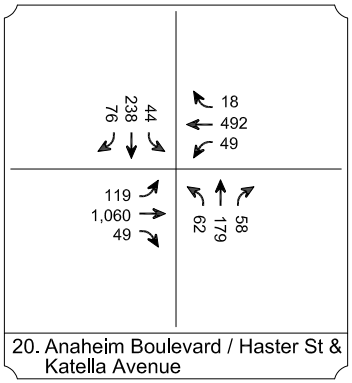
(07/17/17 MMD) R:\Projects\ANA\3ANA009103\Graphics\CUPAmendment2016\Ex16b_exist_proj_traffic_vols_late_pm_B_20170717.pdf

D:\Projects\Anaheim\J0091\Graphics\CUP_Amendment2016\Ex_exist_proj_traffic_vols_late_pm_B_20170717.ai

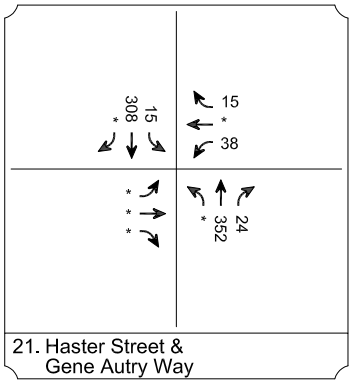


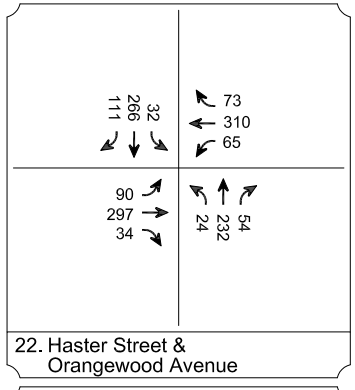

19. Anaheim Boulevard & Disney / I-5 Ramps / Manchester



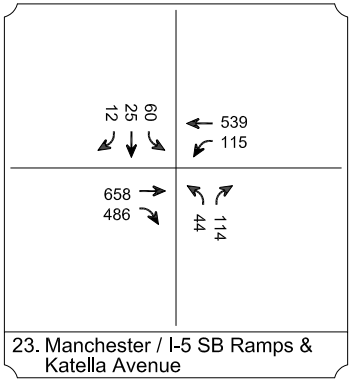

20. Anaheim Boulevard / Haster St & Katella Avenue



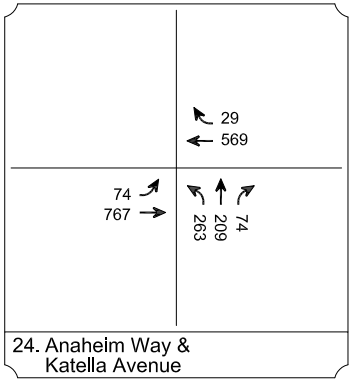

21. Haster Street & Gene Autry Way



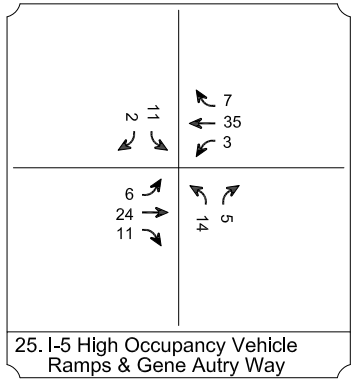

22. Haster Street & Orangewood Avenue




23. Manchester / I-5 SB Ramps & Katella Avenue




24. Anaheim Way & Katella Avenue




25. I-5 High Occupancy Vehicle Ramps & Gene Autry Way

Source: Gibson Transportation Consulting Inc. 2017

# Existing with Project (Year 2017) Late PM Peak Hour Traffic Volumes

Exhibit 16c

*Toy Story Parking Lot CUP Amendment*

Map Not to Scale

(07/17/17 MMD) R:\Projects\ANA\3ANA009103\Graphics\CUPAmendment2016\Ex16c_exist_proj_traffic_vols_late_pm_C_20170717.pdf

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## TABLE 16
## EXISTING WITH PROJECT CONDITIONS (YEAR 2017)
## INTERSECTION PEAK HOUR LEVELS OF SERVICE

| No | Location | Peak Hour | Existing Conditions | | Existing with Project Conditions | | Change in V/C | Significant Impact |
|---|---|---|---|---|---|---|---|---|
| | | | V/C Ratio | LOS | V/C Ratio | LOS | | |
| 1. | Disneyland Dr & Ball Rd | Morning | 0.672 | B | 0.674 | B | 0.002 | NO |
| | | Afternoon | 0.790 | C | 0.792 | C | 0.002 | NO |
| | | Late Night | 0.580 | A | 0.580 | A | 0.000 | NO |
| 2. | Disneyland Dr / West St & Katella Ave | Morning | 0.540 | A | 0.540 | A | 0.000 | NO |
| | | Afternoon | 0.568 | A | 0.570 | A | 0.002 | NO |
| | | Late Night | 0.317 | A | 0.318 | A | 0.001 | NO |
| 3. | Cast Pl & Ball Rd | Morning | 0.430 | A | 0.430 | A | 0.000 | NO |
| | | Afternoon | 0.449 | A | 0.449 | A | 0.000 | NO |
| | | Late Night | 0.355 | A | 0.355 | A | 0.000 | NO |
| 4. | Harbor Blvd & Vermont Ave | Morning | 0.707 | C | 0.708 | C | 0.001 | NO |
| | | Afternoon | 0.564 | A | 0.564 | A | 0.000 | NO |
| | | Late Night | 0.264 | A | 0.264 | A | 0.000 | NO |
| 5. | Harbor Blvd & Ball Rd | Morning | 0.681 | B | 0.682 | B | 0.001 | NO |
| | | Afternoon | 0.666 | B | 0.666 | B | 0.000 | NO |
| | | Late Night | 0.436 | A | 0.436 | A | 0.000 | NO |
| 6. | Harbor Blvd & I-5 Northbound Ramps | Morning | 0.483 | A | 0.484 | A | 0.001 | NO |
| | | Afternoon | 0.480 | A | 0.480 | A | 0.000 | NO |
| | | Late Night | 0.302 | A | 0.305 | A | 0.003 | NO |
| 7. | Harbor Blvd & I-5 Southbound Ramps | Morning | 0.308 | A | 0.309 | A | 0.001 | NO |
| | | Afternoon | 0.339 | A | 0.341 | A | 0.002 | NO |
| | | Late Night | 0.229 | A | 0.237 | A | 0.008 | NO |
| 8. | Harbor Blvd & Manchester Ave | Morning | 0.374 | A | 0.374 | A | 0.000 | NO |
| | | Afternoon | 0.448 | A | 0.450 | A | 0.002 | NO |
| | | Late Night | 0.277 | A | 0.290 | A | 0.013 | NO |
| 9. | Harbor Blvd & Disney Way | Morning | 0.370 | A | 0.373 | A | 0.003 | NO |
| | | Afternoon | 0.422 | A | 0.424 | A | 0.002 | NO |
| | | Late Night | 0.375 | A | 0.389 | A | 0.014 | NO |
| 10. | Harbor Blvd & Katella Ave | Morning | 0.589 | A | 0.598 | A | 0.009 | NO |
| | | Afternoon | 0.599 | A | 0.601 | B | 0.002 | NO |
| | | Late Night | 0.386 | A | 0.415 | A | 0.029 | NO |
| 11. | Harbor Blvd & Convention Way / Toy Story Parking | Morning | 0.375 | A | 0.395 | A | 0.020 | NO |
| | | Afternoon | 0.379 | A | 0.395 | A | 0.016 | NO |
| | | Late Night | 0.329 | A | 0.365 | A | 0.036 | NO |
| 12. | Harbor Blvd & Orangewood Ave | Morning | 0.601 | B | 0.602 | B | 0.001 | NO |
| | | Afternoon | 0.656 | B | 0.658 | B | 0.002 | NO |
| | | Late Night | 0.389 | A | 0.390 | A | 0.001 | NO |
| 13. | Manchester Ave / Clementine St & Disney Way | Morning | 0.257 | A | 0.258 | A | 0.001 | NO |
| | | Afternoon | 0.256 | A | 0.256 | A | 0.000 | NO |
| | | Late Night | 0.194 | A | 0.195 | A | 0.001 | NO |

## TABLE 16
## EXISTING WITH PROJECT CONDITIONS (YEAR 2017)
## INTERSECTION PEAK HOUR LEVELS OF SERVICE

| No | Location | Peak Hour | Existing Conditions | | Existing with Project Conditions | | Change in V/C | Significant Impact |
|---|---|---|---|---|---|---|---|---|
| | | | V/C Ratio | LOS | V/C Ratio | LOS | | |
| 14. | Clementine St & Katella Ave | Morning | 0.509 | A | 0.510 | A | 0.001 | NO |
| | | Afternoon | 0.549 | A | 0.551 | A | 0.002 | NO |
| | | Late Night | 0.441 | A | 0.450 | A | 0.009 | NO |
| 15. | I-5 Southbound Off-ramp / Zeyn St & Disney Way | Morning | 0.235 | A | 0.236 | A | 0.001 | NO |
| | | Afternoon | 0.241 | A | 0.241 | A | 0.000 | NO |
| | | Late Night | 0.197 | A | 0.198 | A | 0.001 | NO |
| 16. | Anaheim Blvd & Ball Rd | Morning | 0.549 | A | 0.551 | A | 0.002 | NO |
| | | Afternoon | 0.724 | C | 0.725 | C | 0.001 | NO |
| | | Late Night | 0.335 | A | 0.336 | A | 0.001 | NO |
| 17. | Anaheim Blvd & Cerritos Ave | Morning | 0.429 | A | 0.429 | A | 0.000 | NO |
| | | Afternoon | 0.691 | B | 0.691 | B | 0.000 | NO |
| | | Late Night | 0.236 | A | 0.238 | A | 0.002 | NO |
| 18. | Anaheim Blvd & I-5 Northbound On-ramp / Anaheim Way | Morning | 0.425 | A | 0.425 | A | 0.000 | NO |
| | | Afternoon | 0.687 | B | 0.687 | B | 0.000 | NO |
| | | Late Night | 0.310 | A | 0.312 | A | 0.002 | NO |
| 19. | Anaheim Blvd & Disney Way / I-5 Ramps / Manchester Ave | Morning | 0.448 | A | 0.449 | A | 0.001 | NO |
| | | Afternoon | 0.539 | A | 0.540 | A | 0.001 | NO |
| | | Late Night | 0.263 | A | 0.266 | A | 0.003 | NO |
| 20. | Anaheim Blvd / Haster St & Katella Ave | Morning | 0.754 | C | 0.758 | C | 0.004 | NO |
| | | Afternoon | 0.571 | A | 0.573 | A | 0.002 | NO |
| | | Late Night | 0.287 | A | 0.292 | A | 0.005 | NO |
| 21. | Haster St & Gene Autry Way | Morning | 0.316 | A | 0.317 | A | 0.001 | NO |
| | | Afternoon | 0.468 | A | 0.470 | A | 0.002 | NO |
| | | Late Night | 0.170 | A | 0.174 | A | 0.004 | NO |
| 22. | Haster St & Orangewood Ave | Morning | 0.598 | A | 0.598 | A | 0.000 | NO |
| | | Afternoon | 0.775 | C | 0.775 | C | 0.000 | NO |
| | | Late Night | 0.341 | A | 0.341 | A | 0.000 | NO |
| 23. | Manchester Ave / I-5 Southbound Ramps & Katella Ave | Morning | 0.453 | A | 0.453 | A | 0.000 | NO |
| | | Afternoon | 0.609 | B | 0.611 | B | 0.002 | NO |
| | | Late Night | 0.389 | A | 0.401 | A | 0.012 | NO |
| 24. | Anaheim Way & Katella Ave | Morning | 0.421 | A | 0.424 | A | 0.003 | NO |
| | | Afternoon | 0.574 | A | 0.574 | A | 0.000 | NO |
| | | Late Night | 0.276 | A | 0.277 | A | 0.001 | NO |
| 25. | I-5 High Occupancy Vehicle Lanes & Gene Autry Way | Morning | 0.108 | A | 0.110 | A | 0.002 | NO |
| | | Afternoon | 0.179 | A | 0.179 | A | 0.000 | NO |
| | | Late Night | 0.074 | A | 0.074 | A | 0.000 | NO |

## TABLE 17
## EXISTING WITH PROJECT CONDITIONS (YEAR 2017)
## STREET SEGMENT LEVELS OF SERVICE

| No. | Location | Type[a] | Capacity | Existing Conditions | | | Existing with Project Conditions | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Volume | V/C Ratio | LOS | Volume | V/C Ratio | LOC | Change in V/C | Requires Peak Hour Analysis |
| 1. | Harbor Boulevard between Manchester Avenue and Disney Way | 6 D | 56,300 | 44,430 | 0.789 | C | 44,790 | 0.796 | C | 0.006 | NO |
| 2. | Harbor Boulevard between Disney Way and Katella Avenue | 6 D | 56,300 | 35,424 | 0.629 | B | 35,859 | 0.637 | B | 0.008 | NO |
| 3. | Harbor Boulevard between Katella Avenue and Convention Way | 6 D | 56,300 | 36,347 | 0.646 | B | 37,222 | 0.661 | B | 0.016 | NO |
| 4. | Clementine Street between Disney Way and Katella Avenue | 4 D | 37,500 | 10,448 | 0.279 | A | 10,448 | 0.279 | A | 0.000 | NO |
| 5. | Anaheim Boulevard between Ball Road and Cerritos Avenue | 6 D | 56,300 | 30,215 | 0.537 | A | 30,265 | 0.538 | A | 0.001 | NO |
| 6. | Anaheim Boulevard between Cerritos Avenue and I-5 Northbound Ramps | 6 D | 56,300 | 38,276 | 0.680 | B | 38,326 | 0.681 | B | 0.001 | NO |
| 7. | Anaheim Boulevard between Disney Way and Katella Avenue | 6 D | 56,300 | 23,046 | 0.409 | A | 23,121 | 0.411 | A | 0.001 | NO |
| 8. | Haster Street between Katella Avenue and Gene Autry Way | 6 D | 56,300 | 24,732 | 0.439 | A | 24,757 | 0.440 | A | 0.000 | NO |
| 9. | Ball Road between Harbor Boulevard and Claremont Street | 6 D | 56,300 | 40,228 | 0.715 | C | 40,278 | 0.715 | C | 0.001 | NO |
| 10. | Disney Way between Anaheim GardenWalk and Manchester Avenue / Clementine Street | 6 D | 56,300 | 9,458 | 0.168 | A | 9,533 | 0.169 | A | 0.001 | NO |
| 11. | Disney Way between I-5 Southbound Off-ramp and Anaheim Boulevard | 6 D | 56,300 | 15,041 | 0.267 | A | 15,091 | 0.268 | A | 0.001 | NO |
| 12. | Katella Avenue between Hotel Way and Harbor Boulevard | 6 D | 56,300 | 37,007 | 0.657 | B | 37,147 | 0.660 | B | 0.002 | NO |
| 13. | Katella Avenue between Harbor Boulevard and Clementine Street | 6 D | 56,300 | 41,280 | 0.733 | C | 41,580 | 0.739 | C | 0.005 | NO |
| 14. | Katella Avenue between Clementine Street and Anaheim Boulevard / Haster Street | 6 D | 56,300 | 40,527 | 0.720 | C | 40,827 | 0.725 | C | 0.005 | NO |
| 15. | Katella Avenue between Anaheim Boulevard / Haster Street and Manchester Avenue / I-5 Southbound Ramps | 8 D | 75,000 | 40,806 | 0.544 | A | 41,006 | 0.547 | A | 0.003 | NO |

## TABLE 17
## EXISTING WITH PROJECT CONDITIONS (YEAR 2017)
## STREET SEGMENT LEVELS OF SERVICE

| No. | Location | Type[a] | Capacity | Existing Conditions | | | Existing with Project Conditions | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Volume | V/C Ratio | LOS | Volume | V/C Ratio | LOC | Change in V/C | Requires Peak Hour Analysis |
| 16. | Katella Avenue between Manchester Avenue / I-5 Southbound Ramps and Anaheim Way | 8 D | 75,000 | 41,625 | 0.555 | A | 41,750 | 0.557 | A | 0.002 | NO |
| 17. | Gene Autry Way between Haster Street and I-5 High Occupancy Vehicle Lanes | 6 D | 56,300 | 3,429 | 0.061 | A | 3,479 | 0.062 | A | 0.001 | NO |

[a] Facility type indicates number of lanes and whether road is divided or undivided.

**Caltrans Freeway Mainline Analysis**

The Existing Conditions and Existing with Project Conditions for freeway mainline segments are shown in Table 18, *Existing With Project Conditions (Year 2017) Freeway Mainline Segment Levels of Service*. As shown, each of the freeway mainline segments operates at LOS C or better during the morning and afternoon peak hours and LOS B or better during the late night peak hour, in both directions without and with Project traffic. None of the freeway mainline facilities operate at a deficiency (i.e., LOS E or F), and the Project would not worsen LOS at any location or cause a deficiency.

**Caltrans Intersection Analysis**

The Existing Conditions and Existing with Project Conditions for intersections using HCM methodology are shown in Table 19, *Existing With Project Conditions (Year 2017) Caltrans Intersection Peak Hour Levels of Service* . As shown, all of the intersections operate at LOS C or better during each peak hour, both without and with Project traffic. None of the intersections are projected to operate at a deficiency.

**Caltrans Freeway Off-Ramp Queuing**

The Existing Conditions and Existing with Project Conditions for off-ramp queues are shown in Tables 20, *Existing With Project Conditions (Year 2017) – Morning Peak Hour Off-Ramp Queue Evaluation*, 21, *Existing With Project Conditions (Year 2017) – Afternoon Peak Hour Off-Ramp Queue Evaluation*, and 22, *Existing With Project Conditions (Year 2017) – Late Night Peak Hour Off-Ramp Queue Evaluation*, for the morning, afternoon, and late night peak hours, respectively. As Table 20B shows, the intersection queue would exceed the lengths of two of the turn pockets during the afternoon peak hour at Q-5, I-5 Southbound Off-ramp to Katella Avenue. The lane exceedances would occur both without and with Proposed Project traffic, and Proposed Project traffic would not increase the queue length. Also, the queues would not exceed the ramp storage length and, therefore, would not affect mainline freeway operations. None of the other queues would exceed the length of any turn pockets or ramps during any analyzed peak hour, without or with Proposed Project traffic.

## TABLE 18
## EXISTING WITH PROJECT CONDITIONS (YEAR 2017)
## FREEWAY MAINLINE SEGMENT LEVELS OF SERVICE

| ID | Freeway Segment | Direction | Existing Conditions | | | | | Existing with Project Conditions | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Volume [a] | Lanes [b] | Speed [c] | Density [d] | Level of Service | Volume [a] | Lanes [b] | Speed [c] | Density [d] | Level of Service |
| ***Morning Peak Hour*** | | | | | | | | | | | | |
| FS-1. | I-5 North of Harbor Boulevard | Northbound | 6,204 | 5 | 73.5 | 18.6 | C | 6,208 | 5 | 73.5 | 18.6 | C |
| | | Southbound | 6,204 | 5 | 73.5 | 18.6 | C | 6,218 | 5 | 73.5 | 18.7 | C |
| FS-2. | I-5 between Harbor Boulevard & Katella Avenue | Northbound | 6,456 | 5 | 73.0 | 19.5 | C | 6,456 | 5 | 73.0 | 19.5 | C |
| | | Southbound | 7,120 | 5 | 71.4 | 22.0 | C | 7,123 | 5 | 71.4 | 22.0 | C |
| FS-3. | I-5 South of Katella Avenue | Northbound | 5,468 | 5 | 74.5 | 16.2 | B | 5,481 | 5 | 74.5 | 16.2 | B |
| | | Southbound | 6,273 | 5 | 73.4 | 18.8 | C | 6,275 | 5 | 73.4 | 18.8 | C |
| ***Afternoon Peak Hour*** | | | | | | | | | | | | |
| FS-1. | I-5 North of Harbor Boulevard | Northbound | 7,581 | 5 | 70.0 | 23.9 | C | 7,592 | 5 | 70.0 | 23.9 | C |
| | | Southbound | 6,488 | 5 | 73.0 | 19.6 | C | 6,495 | 5 | 72.9 | 19.6 | C |
| FS-2. | I-5 between Harbor Boulevard & Katella Avenue | Northbound | 7,770 | 5 | 69.4 | 24.7 | C | 7,771 | 5 | 69.4 | 24.7 | C |
| | | Southbound | 7,673 | 5 | 69.7 | 24.3 | C | 7,675 | 5 | 69.7 | 24.3 | C |
| FS-3. | I-5 South of Katella Avenue | Northbound | 5,646 | 5 | 74.3 | 16.7 | B | 5,652 | 5 | 74.3 | 16.8 | B |
| | | Southbound | 7,054 | 5 | 71.6 | 21.7 | C | 7,059 | 5 | 71.6 | 21.7 | C |
| ***Late Night Peak Hour*** | | | | | | | | | | | | |
| FS-1. | I-5 North of Harbor Boulevard | Northbound | 4,520 | 5 | 75.0 | 13.3 | B | 4,575 | 5 | 75.0 | 13.5 | B |
| | | Southbound | 3,057 | 5 | 75.0 | 9.0 | A | 3,058 | 5 | 75.0 | 9.0 | A |
| FS-2. | I-5 between Harbor Boulevard & Katella Avenue | Northbound | 4,348 | 5 | 75.0 | 12.8 | B | 4,355 | 5 | 75.0 | 12.8 | B |
| | | Southbound | 4,196 | 5 | 75.0 | 12.3 | B | 4,196 | 5 | 75.0 | 12.3 | B |
| FS-3. | I-5 South of Katella Avenue | Northbound | 3,311 | 5 | 75.0 | 9.7 | A | 3,312 | 5 | 75.0 | 9.7 | A |
| | | Southbound | 4,019 | 5 | 75.0 | 11.8 | B | 4,046 | 5 | 75.0 | 11.9 | B |

[a] Peak hour volume includes mainline lanes only (traffic volume in high occupancy vehicle lanes is not included).
[b] Lane totals do not include auxiliary lanes or high occupancy vehicle lanes.
[c] Speed reported in miles per hour based on a free flow speed of 75 miles per hour consistent with analysis in the ARSP SEIR.
[d] Density reported in passenger cars per mile per lane (pc/mi/ln).

## TABLE 19
## EXISTING WITH PROJECT CONDITIONS (YEAR 2017)
## CALTRANS INTERSECTION PEAK HOUR LEVELS OF SERVICE

| No | Location | Peak Hour | Existing Conditions | | Existing with Project Conditions | |
|---|---|---|---|---|---|---|
| | | | Delay | LOS | Delay | LOS |
| 6. | Harbor Blvd & I-5 Northbound Ramps | Morning | 13.8 | B | 13.8 | B |
| | | Afternoon | 14.5 | B | 14.5 | B |
| | | Late Night | 10.7 | B | 10.6 | B |
| 7. | Harbor Blvd & I-5 Southbound Ramps | Morning | 11.7 | B | 11.8 | B |
| | | Afternoon | 10.6 | B | 10.6 | B |
| | | Late Night | 9.7 | A | 9.5 | A |
| 15. | I-5 Southbound Off-ramp / Zeyn St & Disney Way / Garage Flyover | Morning | 21.1 | C | 21.1 | C |
| | | Afternoon | 20.7 | C | 20.7 | C |
| | | Late Night | 21.8 | C | 21.4 | C |
| 18. | Anaheim Blvd & I-5 Northbound On-ramp / Anaheim Way | Morning | 18.1 | B | 18.1 | B |
| | | Afternoon | 29.1 | C | 29.1 | C |
| | | Late Night | 23.0 | C | 23.0 | C |
| 19. | Anaheim Blvd & Disney Way / I-5 Ramps / Manchester Ave | Morning | 25.3 | C | 25.3 | C |
| | | Afternoon | 24.7 | C | 24.7 | C |
| | | Late Night | 25.9 | C | 25.7 | C |
| 23. | Manchester Ave / I-5 Southbound Ramps & Katella Ave | Morning | 15.3 | B | 15.2 | B |
| | | Afternoon | 19.9 | B | 19.9 | B |
| | | Late Night | 12.2 | B | 12.1 | B |
| 24. | Anaheim Way & Katella Ave | Morning | 23.7 | C | 23.6 | C |
| | | Afternoon | 21.9 | C | 21.8 | C |
| | | Late Night | 27.0 | C | 27.1 | C |
| 25. | I-5 High Occupancy Vehicle Lanes & Gene Autry Way | Morning | 15.9 | B | 16.2 | B |
| | | Afternoon | 25.2 | C | 25.3 | C |
| | | Late Night | 17.7 | B | 16.7 | B |

## TABLE 20
## EXISTING WITH PROJECT CONDITIONS (YEAR 2017) – MORNING PEAK HOUR
## OFF-RAMP QUEUE EVALUATION

| Ramp and Lane Description | Vehicle Storage Capacity (ft) | Existing Conditions | | Existing with Project Conditions | |
|---|---|---|---|---|---|
| | | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? |
| **Q-1. I-5 Northbound Off-ramp to Harbor Boulevard (Intersection #6)** | | | | | |
| Vehicles on Ramp | | 878 | | 878 | |
| Average Approach Delay on Ramp | | 36.9 | | 36.9 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 150 | 92 | NO | 92 | NO |
| Shared Left / Right-Turn Lane Queue | 630 | 275 | NO | 275 | NO |
| Right-Turn Lane Queue | 630 | 275 | NO | 275 | NO |
| Ramp Queue | 640 | 0 | NO | 0 | NO |
| **Q-2. I-5 Southbound Off-ramp to Harbor Boulevard (Intersection #7)** | | | | | |
| Vehicles on Ramp | | 648 | | 659 | |
| Average Delay on Ramp | | 38.3 | | 38.1 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 650 | 70 | NO | 69 | NO |
| Shared Left / Right-Turn Lane Queue | 650 | 236 | NO | 240 | NO |
| Ramp Queue | 650 | 0 | NO | 0 | NO |
| **Q-3. I-5 Southbound Off-ramp to Disney Way (Intersection #15)** | | | | | |
| Vehicles on Ramp | | 435 | | 438 | |
| Average Approach Delay on Ramp | | 43.5 | | 43.6 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 470 | 145 | NO | 145 | NO |
| Shared Left / Through / Right-Turn Lane Queue | 470 | 146 | NO | 146 | NO |
| Right-Turn Lane Queue | 350 | 126 | NO | 130 | NO |
| Ramp Queue | 430 | 0 | NO | 0 | NO |
| **Q-4. I-5 Northbound High Occupancy Vehicle Off-ramp to Anaheim Boulevard / Disney Way (Intersection #19)** [a] | | | | | |
| Vehicles on Ramp | | 150 | | 152 | |
| Average Approach Delay on Ramp | | 41.8 | | 41.8 | |
| Level of Service | | D | | D | |
| Through Lane (Ramp Queue) | > 5,000 | 99 | NO | 100 | NO |

## TABLE 20
## EXISTING WITH PROJECT CONDITIONS (YEAR 2017) – MORNING PEAK HOUR
## OFF-RAMP QUEUE EVALUATION

| Ramp and Lane Description | Vehicle Storage Capacity (ft) | Existing Conditions | | Existing with Project Conditions | |
|---|---|---|---|---|---|
| | | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? |
| **Q-5. I-5 Southbound Off-ramp to Katella Avenue (Intersection #23)** | | | | | |
| Vehicles on Ramp | | 415 | | 415 | |
| Average Approach Delay on Ramp | | 43.0 | | 43.0 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 200 | 35 | NO | 35 | NO |
| Shared Left / Right-Turn Lane Queue | 200 | 157 | NO | 157 | NO |
| Right-Turn Lane Queue | 200 | 157 | NO | 157 | NO |
| Ramp Queue | 3,485 | 0 | NO | 0 | NO |
| **Q-6. I-5 Southbound High Occupancy Vehicle Off-ramp to Gene Autry Way (Intersection #25)** | | | | | |
| Level of Service | | 64 | | 64 | |
| Average Approach Delay on Ramp | | 45.0 | | 45.0 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 780 | 34 | NO | 34 | NO |
| Shared Left / Right-Turn Lane Queue | 780 | 34 | NO | 34 | NO |
| Ramp Queue | 1,280 | 0 | NO | 0 | NO |
| **Q-7. I-5 Northbound High Occupancy Vehicle Off-ramp to Gene Autry Way (Intersection #25)** | | | | | |
| Level of Service | | 30 | | 33 | |
| Average Approach Delay on Ramp | | 53.0 | | 52.4 | |
| Level of Service | | D | | D | |
| Shared Left / Right-Turn Lane Queue | 670 | 19 | NO | 22 | NO |
| Right-Turn Lane Queue | 670 | 19 | NO | 22 | NO |
| Ramp Queue | 1,350 | 0 | NO | 0 | NO |

[a] Half of the traffic on the westbound approach of this intersection was assumed to be from the I-5 Northbound HOV Off-ramp. The remainder would come from the Anaheim Way connector, under I-5, to this intersection.

## TABLE 21
## EXISTING WITH PROJECT CONDITIONS (YEAR 2017) – AFTERNOON PEAK HOUR
## OFF-RAMP QUEUE EVALUATION

| Ramp and Lane Description | Vehicle Storage Capacity (ft) | Existing Conditions | | Existing with Project Conditions | |
|---|---|---|---|---|---|
| | | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? |
| **Q-1. I-5 Northbound Off-ramp to Harbor Boulevard (Intersection #6)** | | | | | |
| Vehicles on Ramp | | 770 | | 770 | |
| Average Approach Delay on Ramp | | 38.5 | | 38.5 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 150 | 30 | NO | 30 | NO |
| Shared Left / Right-Turn Lane Queue | 630 | 268 | NO | 268 | NO |
| Right-Turn Lane Queue | 630 | 268 | NO | 268 | NO |
| Ramp Queue | 640 | 0 | NO | 0 | NO |
| **Q-2. I-5 Southbound Off-ramp to Harbor Boulevard (Intersection #7)** | | | | | |
| Vehicles on Ramp | | 608 | | 613 | |
| Average Delay on Ramp | | 39.7 | | 39.4 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 650 | 110 | NO | 109 | NO |
| Shared Left / Right-Turn Lane Queue | 650 | 192 | NO | 194 | NO |
| Ramp Queue | 650 | 0 | NO | 0 | NO |
| **Q-3. I-5 Southbound Off-ramp to Disney Way (Intersection #15)** | | | | | |
| Vehicles on Ramp | | 449 | | 451 | |
| Average Approach Delay on Ramp | | 42.6 | | 42.6 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 470 | 158 | NO | 158 | NO |
| Shared Left / Through / Right-Turn Lane Queue | 470 | 159 | NO | 159 | NO |
| Right-Turn Lane Queue | 350 | 112 | NO | 113 | NO |
| Ramp Queue | 430 | 0 | NO | 0 | NO |
| **Q-4. I-5 Northbound High Occupancy Vehicle Off-ramp to Anaheim Boulevard / Disney Way (Intersection #19)** [a] | | | | | |
| Vehicles on Ramp | | 114 | | 115 | |
| Average Approach Delay on Ramp | | 43.0 | | 42.9 | |
| Level of Service | | D | | D | |
| Through Lane (Ramp Queue) | > 5,000 | 76 | NO | 77 | NO |

## TABLE 21
## EXISTING WITH PROJECT CONDITIONS (YEAR 2017) – AFTERNOON PEAK HOUR
## OFF-RAMP QUEUE EVALUATION

| Ramp and Lane Description | Vehicle Storage Capacity (ft) | Existing Conditions | | Existing with Project Conditions | |
|---|---|---|---|---|---|
| | | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? |
| **Q-5. I-5 Southbound Off-ramp to Katella Avenue (Intersection #23)** | | | | | |
| Vehicles on Ramp | | 588 | | 588 | |
| Average Approach Delay on Ramp | | 41.6 | | 41.6 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 200 | 55 | NO | 55 | NO |
| Shared Left / Right-Turn Lane Queue | 200 | 211 | Lane | 211 | Lane |
| Right-Turn Lane Queue | 200 | 211 | Lane | 211 | Lane |
| Ramp Queue | 3,485 | 22 | NO | 22 | NO |
| **Q-6. I-5 Southbound High Occupancy Vehicle Off-ramp to Gene Autry Way (Intersection #25)** | | | | | |
| Level of Service | | 167 | | 167 | |
| Average Approach Delay on Ramp | | 46.1 | | 46.2 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 780 | 88 | NO | 89 | NO |
| Shared Left / Right-Turn Lane Queue | 780 | 89 | NO | 89 | NO |
| Ramp Queue | 1,280 | 0 | NO | 0 | NO |
| **Q-7 . I-5 Northbound High Occupancy Vehicle Off-ramp to Gene Autry Way (Intersection #25)** | | | | | |
| Level of Service | | 130 | | 132 | |
| Average Approach Delay on Ramp | | 55.4 | | 55.6 | |
| Level of Service | | E | | E | |
| Shared Left / Right-Turn Lane Queue | 670 | 68 | NO | 71 | NO |
| Right-Turn Lane Queue | 670 | 68 | NO | 71 | NO |
| Ramp Queue | 1,350 | 0 | NO | 0 | NO |

[a] Half of the traffic on the westbound approach of this intersection was assumed to be from the I-5 Northbound HOV Off-ramp. The remainder would come from the Anaheim Way connector, under I-5, to this intersection.

## TABLE 22
## EXISTING WITH PROJECT CONDITIONS (YEAR 2017) – LATE NIGHT PEAK HOUR
## OFF-RAMP QUEUE EVALUATION

| Ramp and Lane Description | Vehicle Storage Capacity (ft) | Existing Conditions | | Existing with Project Conditions | |
|---|---|---|---|---|---|
| | | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? |
| **Q-1. I-5 Northbound Off-ramp to Harbor Boulevard (Intersection #6)** | | | | | |
| Vehicles on Ramp | | 422 | | 422 | |
| Average Approach Delay on Ramp | | 43.0 | | 43.0 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 150 | 42 | NO | 42 | NO |
| Shared Left / Right-Turn Lane Queue | 630 | 157 | NO | 157 | NO |
| Right-Turn Lane Queue | 630 | 157 | NO | 157 | NO |
| Ramp Queue | 640 | 0 | NO | 0 | NO |
| **Q-2. I-5 Southbound Off-ramp to Harbor Boulevard (Intersection #7)** | | | | | |
| Vehicles on Ramp | | 389 | | 390 | |
| Average Delay on Ramp | | 41.4 | | 41.4 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 650 | 66 | NO | 66 | NO |
| Shared Left / Right-Turn Lane Queue | 650 | 131 | NO | 132 | NO |
| Ramp Queue | 650 | 0 | NO | 0 | NO |
| **Q-3. I-5 Southbound Off-ramp to Disney Way (Intersection #15)** | | | | | |
| Vehicles on Ramp | | 298 | | 298 | |
| Average Approach Delay on Ramp | | 44.9 | | 44.9 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 470 | 99 | NO | 99 | NO |
| Shared Left / Through / Right-Turn Lane Queue | 470 | 99 | NO | 99 | NO |
| Right-Turn Lane Queue | 350 | 91 | NO | 91 | NO |
| Ramp Queue | 430 | 0 | NO | 0 | NO |
| **Q-4. I-5 Northbound High Occupancy Vehicle Off-ramp to Anaheim Boulevard / Disney Way (Intersection #19)** [a] | | | | | |
| Vehicles on Ramp | | 39 | | 39 | |
| Average Approach Delay on Ramp | | 42.2 | | 42.2 | |
| Level of Service | | D | | D | |
| Through Lane (Ramp Queue) | > 5,000 | 25 | NO | 25 | NO |

## TABLE 22
## EXISTING WITH PROJECT CONDITIONS (YEAR 2017) – LATE NIGHT PEAK HOUR
## OFF-RAMP QUEUE EVALUATION

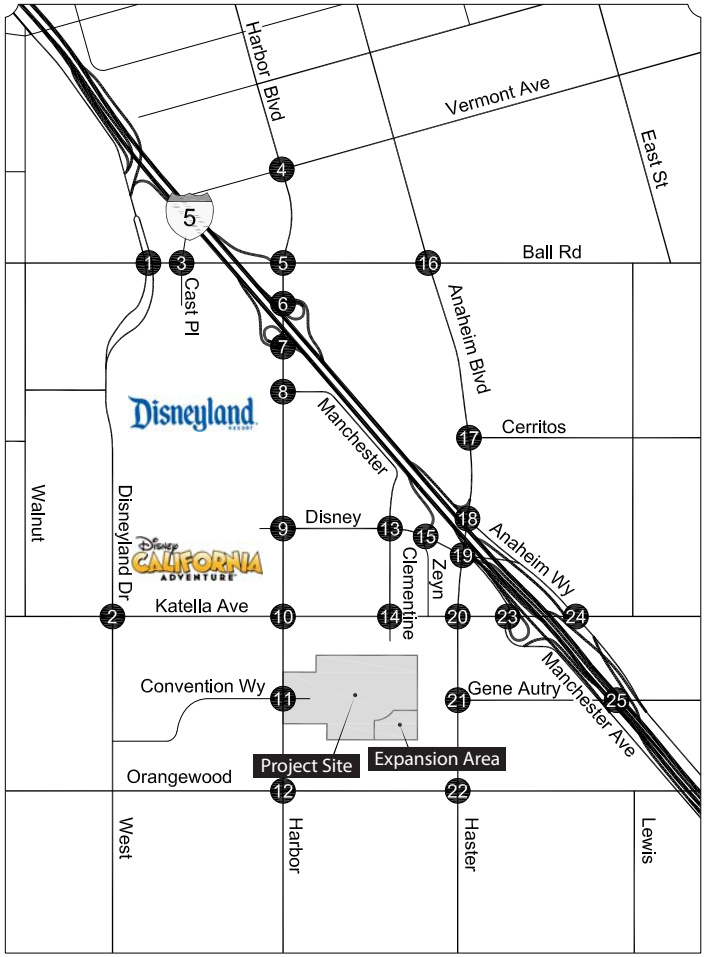
| Ramp and Lane Description | Vehicle Storage Capacity (ft) | Existing Conditions | | Existing with Project Conditions | |
|---|---|---|---|---|---|
| | | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? |
| **Q-5. I-5 Southbound Off-ramp to Katella Avenue (Intersection #23)** | | | | | |
| Vehicles on Ramp | | 158 | | 158 | |
| Average Approach Delay on Ramp | | 45.8 | | 45.8 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 200 | 46 | NO | 46 | NO |
| Shared Left / Right-Turn Lane Queue | 200 | 49 | NO | 49 | NO |
| Right-Turn Lane Queue | 200 | 49 | NO | 49 | NO |
| Ramp Queue | 3,485 | 0 | NO | 0 | NO |
| **Q-6. I-5 Southbound High Occupancy Vehicle Off-ramp to Gene Autry Way (Intersection #25)** | | | | | |
| Level of Service | | 14 | | 14 | |
| Average Approach Delay on Ramp | | 47.3 | | 47.3 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 780 | 8 | NO | 8 | NO |
| Shared Left / Right-Turn Lane Queue | 780 | 8 | NO | 8 | NO |
| Ramp Queue | 1,280 | 0 | NO | 0 | NO |
| **Q-7. I-5 Northbound High Occupancy Vehicle Off-ramp to Gene Autry Way (Intersection #25)** | | | | | |
| Level of Service | | 19 | | 19 | |
| Average Approach Delay on Ramp | | 53.3 | | 53.3 | |
| Level of Service | | D | | D | |
| Shared Left / Right-Turn Lane Queue | 670 | 18 | NO | 18 | NO |
| Right-Turn Lane Queue | 670 | 18 | NO | 18 | NO |
| Ramp Queue | 1,350 | 0 | NO | 0 | NO |

[a] Half of the traffic on the westbound approach of this intersection was assumed to be from the I-5 Northbound HOV Off-ramp. The remainder would come from the Anaheim Way connector, under I-5, to this intersection.

## FUTURE YEAR 2024

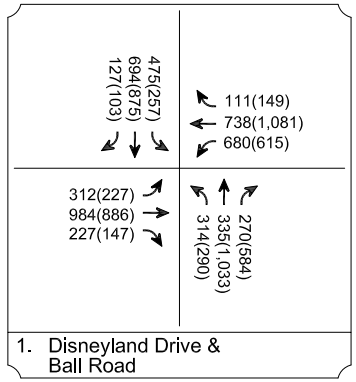
### Intersection Peak Hour Analysis

Future with Project Conditions were analyzed for the 25 study intersections during the three peak hours. Exhibits 17, *Future with Project (Year 2024) AM and PM Peak Hour Traffic Volumes*, and 18, *Future with Project (Year 2024) Late PM Peak Hour Traffic Volumes*, show the traffic volumes for Future with Project Conditions for the morning and afternoon peak hours and late night peak hour, respectively. Table 23, *Future With Project Conditions (Year 2024) Intersection Peak Hour Levels of Service*, summarizes the results of the intersection capacity analysis for Future with Project Conditions. As shown, 17 of the 25 intersections are projected to operate at LOS C or better during all three analyzed peak hours, just as under Future without Project Conditions. None of the intersections would be significantly impacted by Project traffic during any peak hour under Future with Project Conditions.

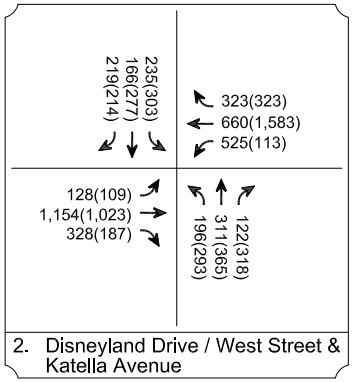



LEGEND

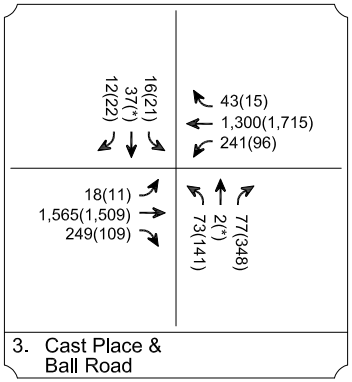
- Project Site
- # Analyzed Intersections
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume



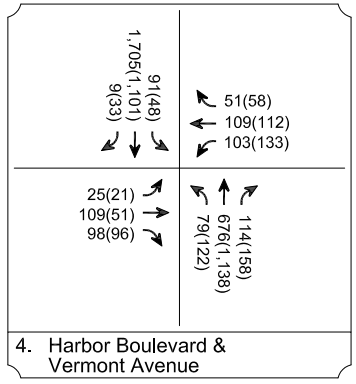

1. Disneyland Drive & Ball Road



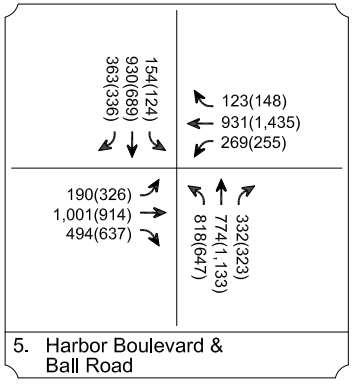

2. Disneyland Drive / West Street & Katella Avenue



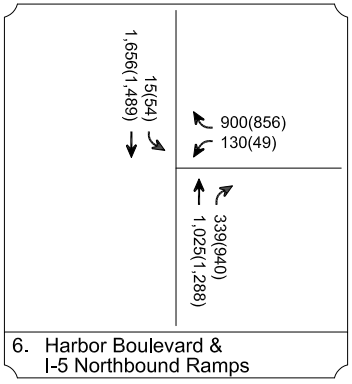

3. Cast Place & Ball Road



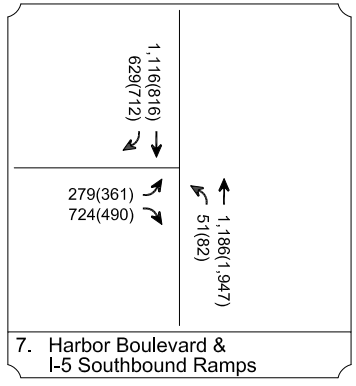

4. Harbor Boulevard & Vermont Avenue



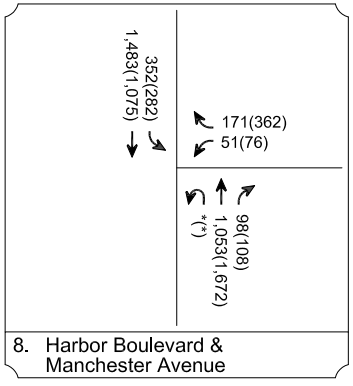

5. Harbor Boulevard & Ball Road



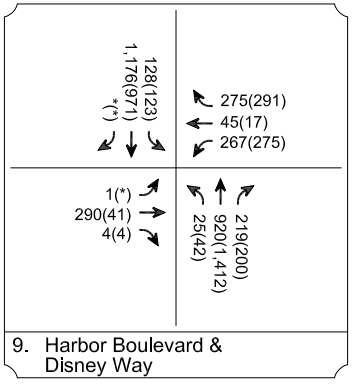

6. Harbor Boulevard & I-5 Northbound Ramps




7. Harbor Boulevard & I-5 Southbound Ramps




8. Harbor Boulevard & Manchester Avenue




9. Harbor Boulevard & Disney Way

Source: Gibson Transportation Consulting Inc. 2017

# Future with Project (Year 2024) AM and PM Peak Hour Traffic Volumes

Exhibit 17a

*Toy Story Parking Lot CUP Amendment*

Map Not to Scale

(07/17/17 MMD) R:\Projects\ANA\3ANA009103\Graphics\CUPAmendment2016\Ex17a_future_proj_traffic_vols_ampm_A_20170717.pdf

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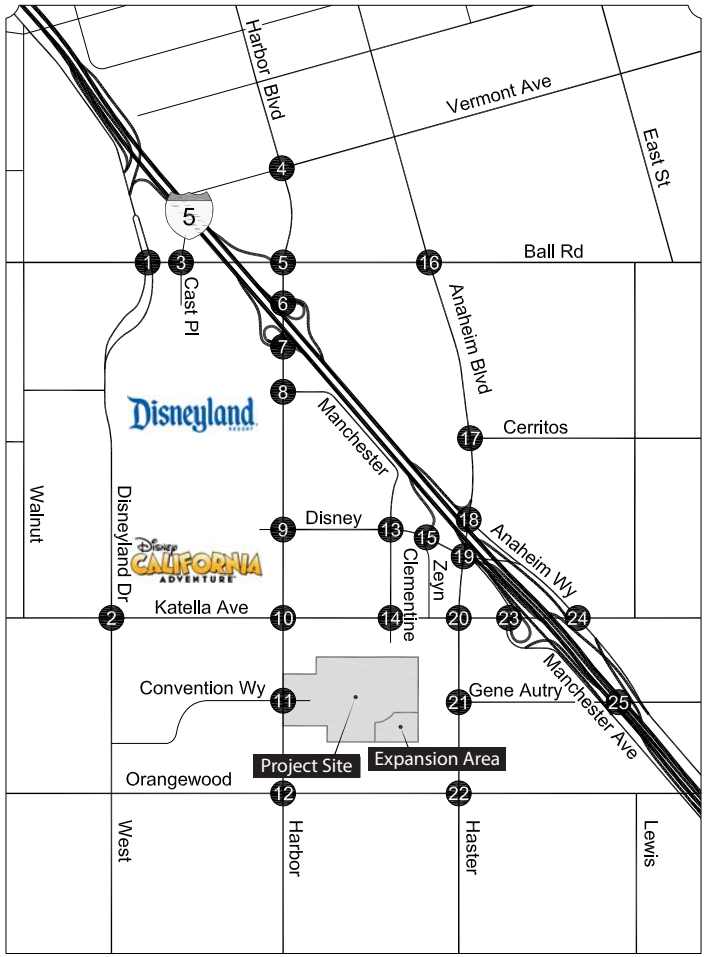
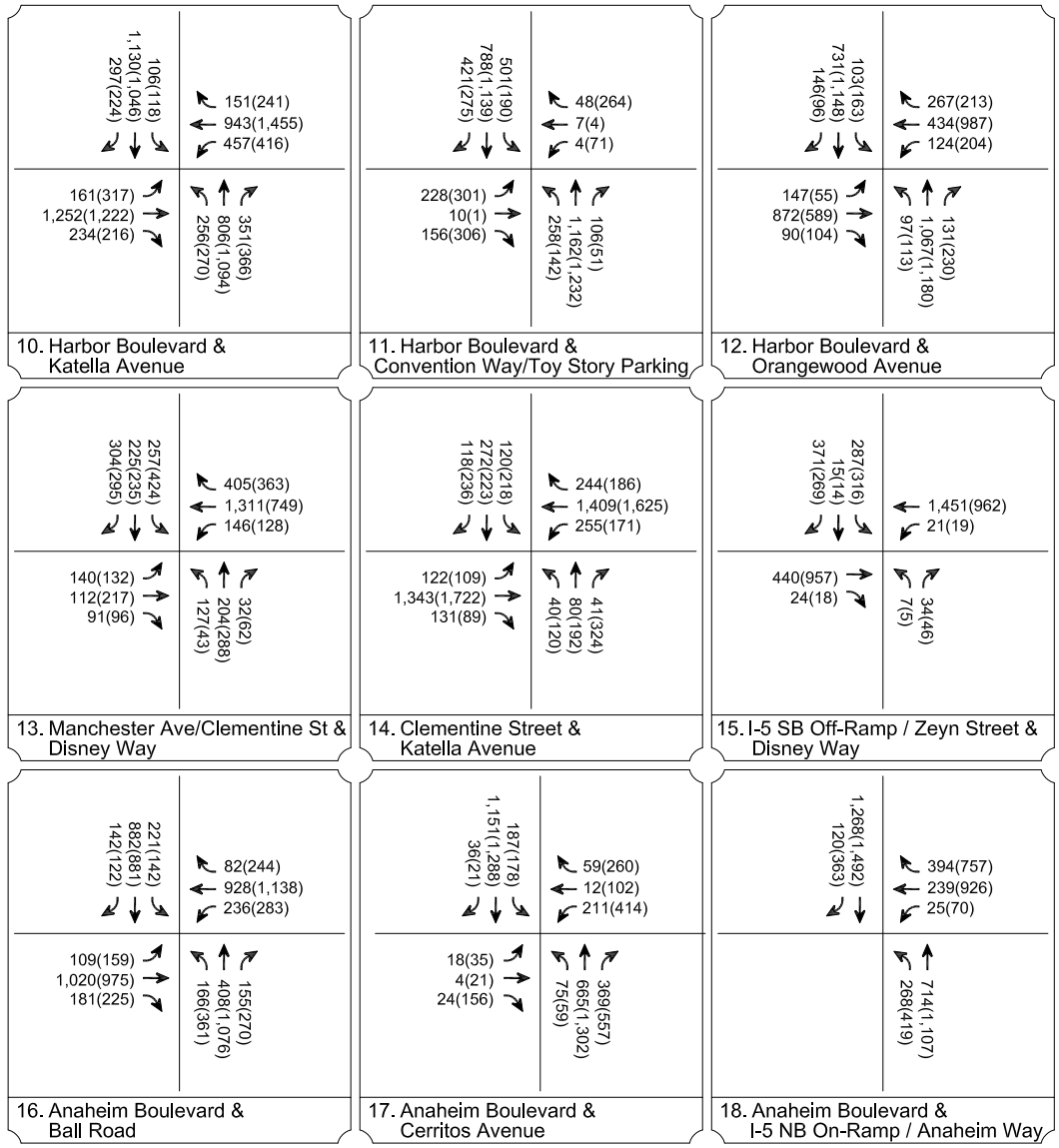



LEGEND

- Project Site
- # Analyzed Intersections
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume




Source: Gibson Transportation Consulting Inc. 2017

# Future with Project (Year 2024) AM and PM Peak Hour Traffic Volumes

Exhibit 17b

*Toy Story Parking Lot CUP Amendment*

Map Not to Scale

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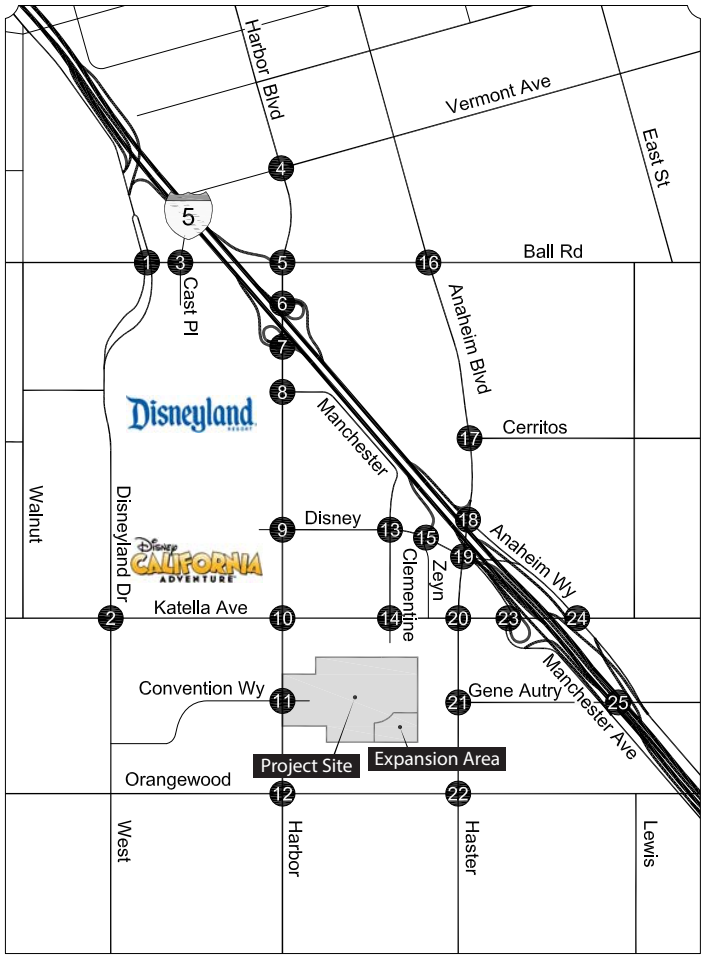
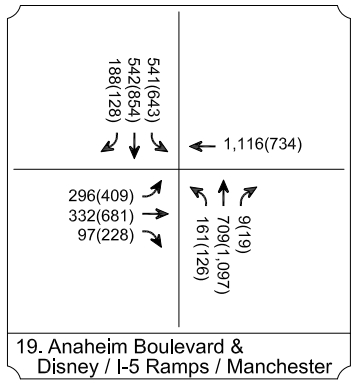
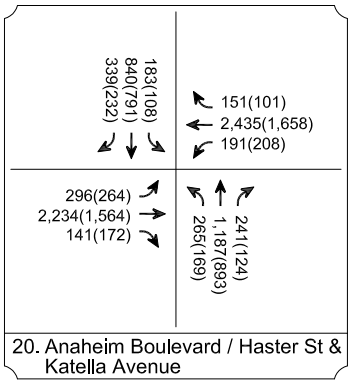



LEGEND

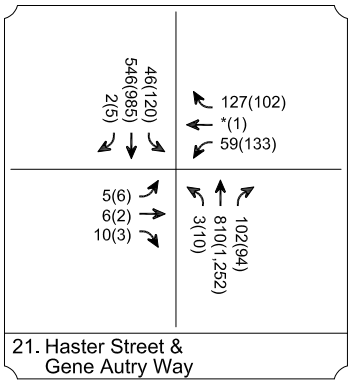
- Project Site
- # Analyzed Intersections
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume



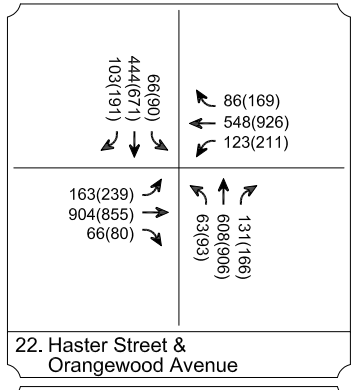

19. Anaheim Boulevard & Disney / I-5 Ramps / Manchester



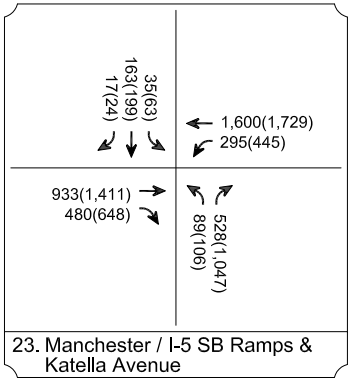

20. Anaheim Boulevard / Haster St & Katella Avenue



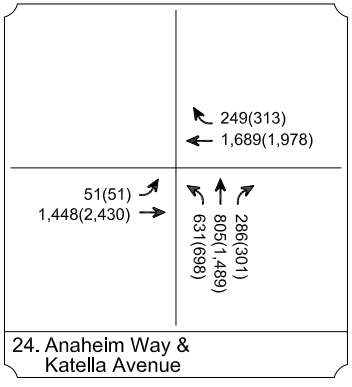

21. Haster Street & Gene Autry Way



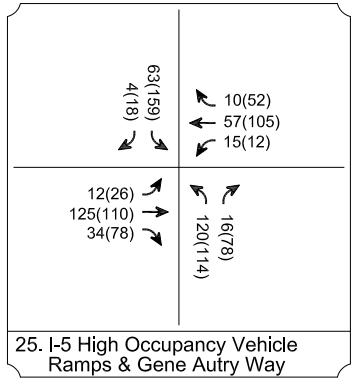

22. Haster Street & Orangewood Avenue




23. Manchester / I-5 SB Ramps & Katella Avenue




24. Anaheim Way & Katella Avenue




25. I-5 High Occupancy Vehicle Ramps & Gene Autry Way

Source: Gibson Transportation Consulting Inc. 2017

# Future with Project (Year 2024) AM and PM Peak Hour Traffic Volumes

Exhibit 17c

*Toy Story Parking Lot CUP Amendment*

Map Not to Scale

(07/17/17 MMD) R:\Projects\ANA\3ANA009103\Graphics\CUPAmendment2016\Ex17c_future_proj_traffic_vols_ampm_C_20170717.pdf

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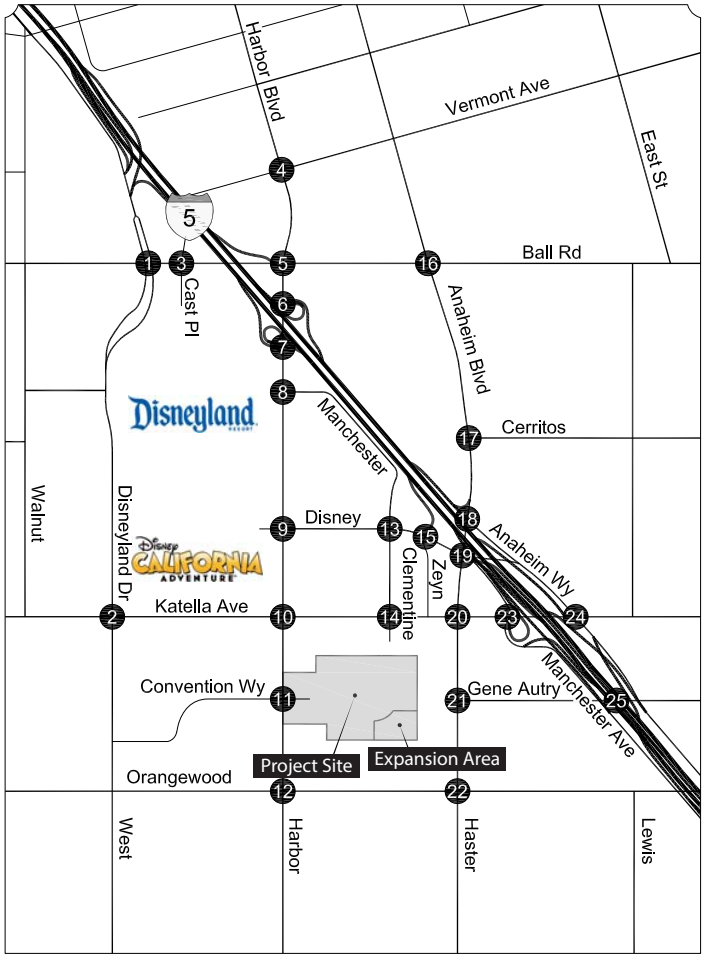
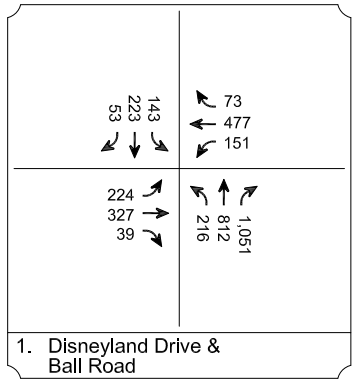
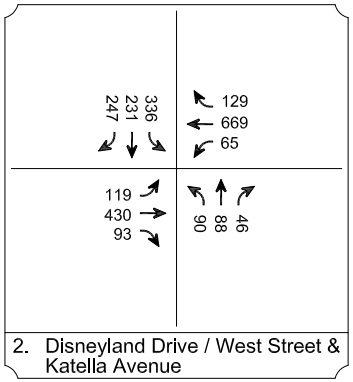



LEGEND

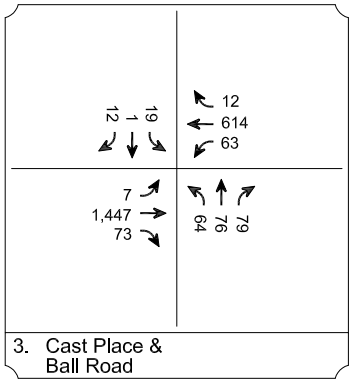
- Project Site
- # Analyzed Intersections
- X Late Night Peak Hour Traffic Volume
- * Negligible Volume



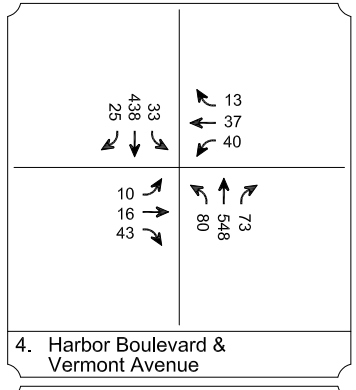

1. Disneyland Drive & Ball Road



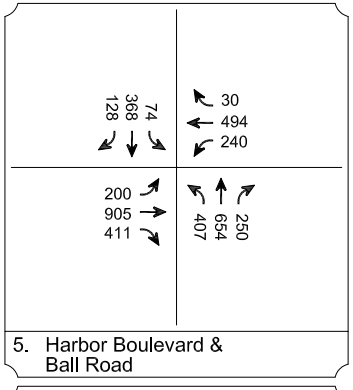

2. Disneyland Drive / West Street & Katella Avenue



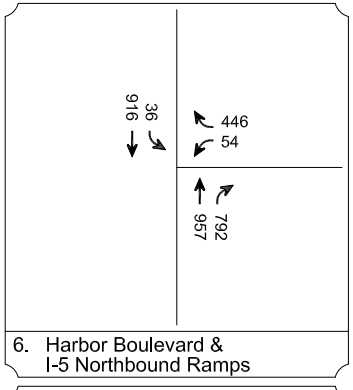

3. Cast Place & Ball Road



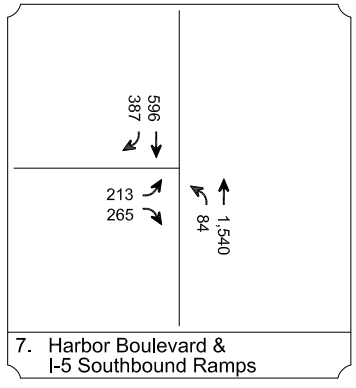

4. Harbor Boulevard & Vermont Avenue



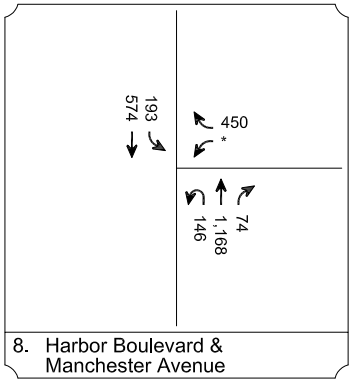

5. Harbor Boulevard & Ball Road



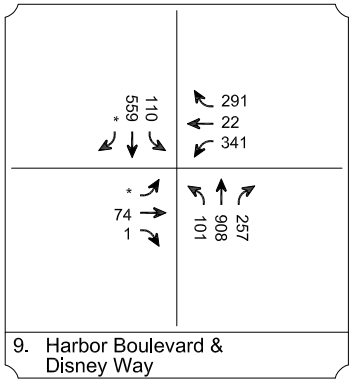

6. Harbor Boulevard & I-5 Northbound Ramps




7. Harbor Boulevard & I-5 Southbound Ramps




8. Harbor Boulevard & Manchester Avenue




9. Harbor Boulevard & Disney Way

Source: Gibson Transportation Consulting Inc. 2017

# Future with Project (Year 2024) Late PM Peak Hour Traffic Volumes

Exhibit 18a

*Toy Story Parking Lot CUP Amendment*

Map Not to Scale

(07/17/17 MMD) R:\Projects\ANA\3ANA009103\Graphics\CUPAmendment2016\Ex18a_future_proj_traffic_vols_late_pm_A_20170717.pdf

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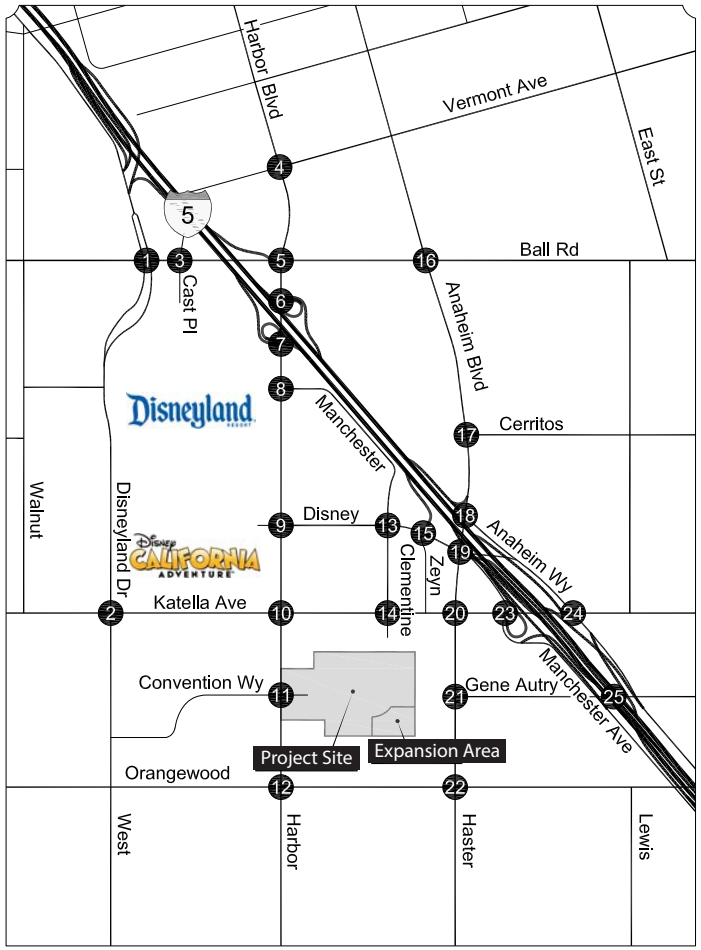
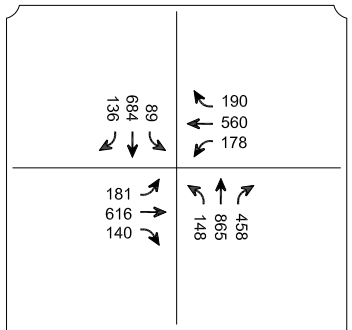
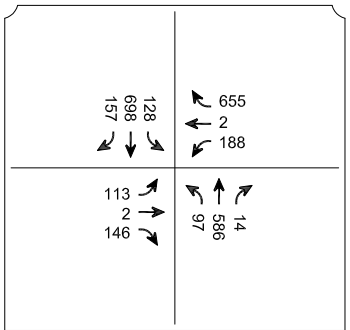



LEGEND

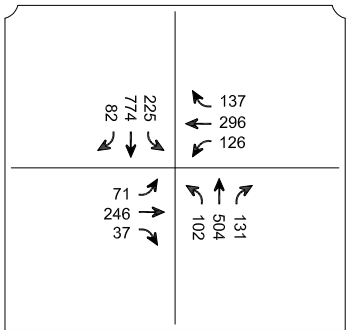
- Project Site
- # Analyzed Intersections
- X Late Night Peak Hour Traffic Volume
- * Negligible Volume



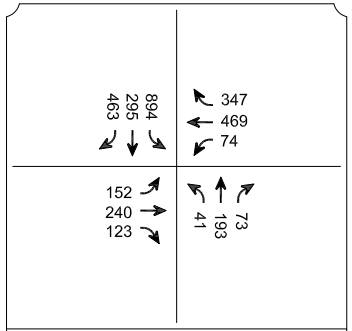

10. Harbor Boulevard & Katella Avenue



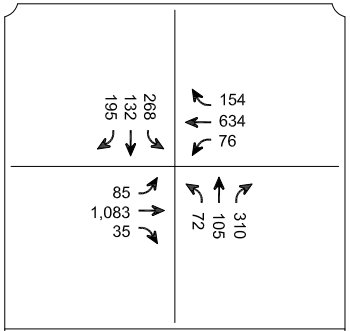

11. Harbor Boulevard & Convention Way/Toy Story Parking



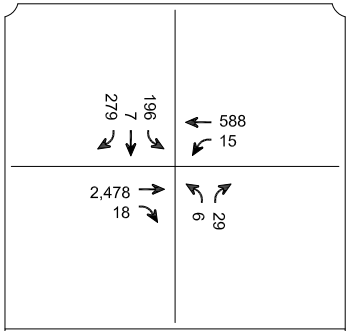

12. Harbor Boulevard & Orangewood Avenue



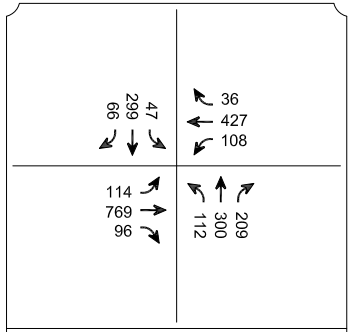

13. Manchester Ave/Clementine St & Disney Way



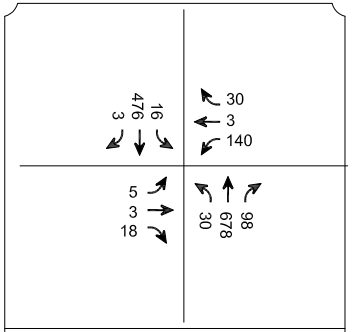

14. Clementine Street & Katella Avenue



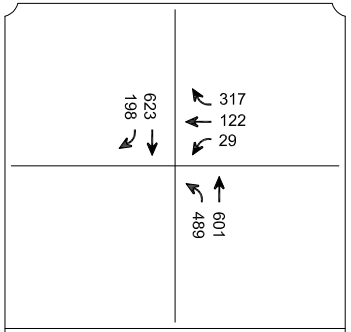

15. I-5 SB Off-Ramp / Zeyn Street & Disney Way




16. Anaheim Boulevard & Ball Road




17. Anaheim Boulevard & Cerritos Avenue




18. Anaheim Boulevard & I-5 NB On-Ramp / Anaheim Way

Source: Gibson Transportation Consulting Inc. 2017

# Future with Project (Year 2024) Late PM Peak Hour Traffic Volumes

Exhibit 18b

*Toy Story Parking Lot CUP Amendment*

Map Not to Scale

BonTerra PSOMAS

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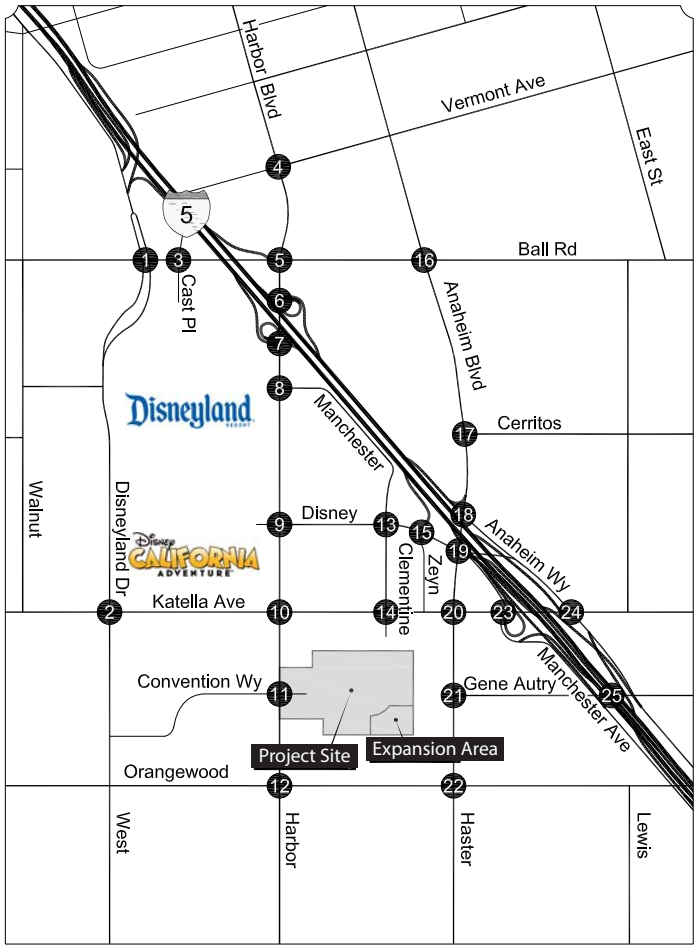
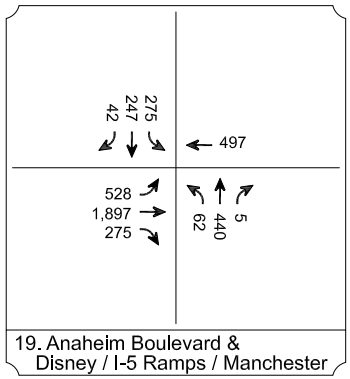
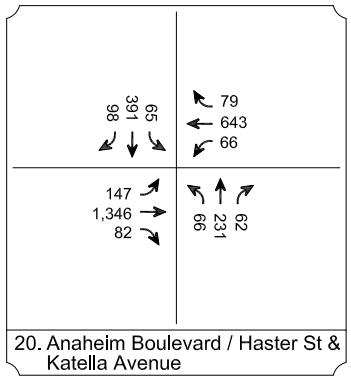



LEGEND

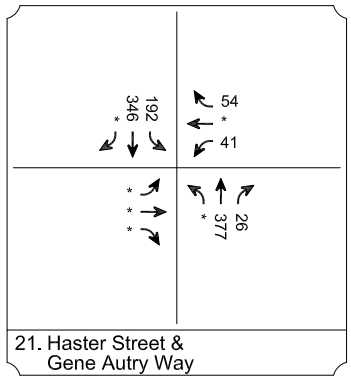
- Project Site
- (#) Analyzed Intersections
- X Late Night Peak Hour Traffic Volume
- * Negligible Volume



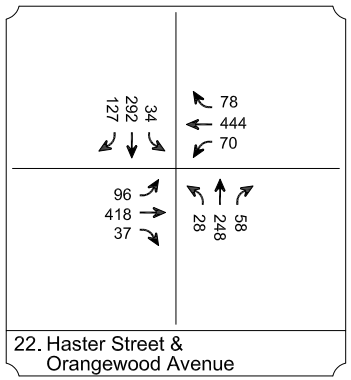

19. Anaheim Boulevard & Disney / I-5 Ramps / Manchester



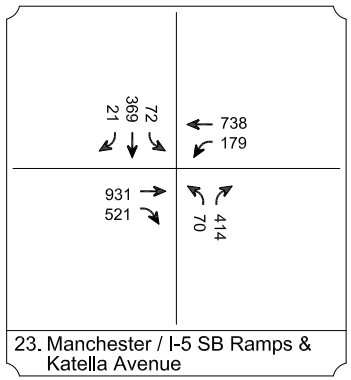

20. Anaheim Boulevard / Haster St & Katella Avenue



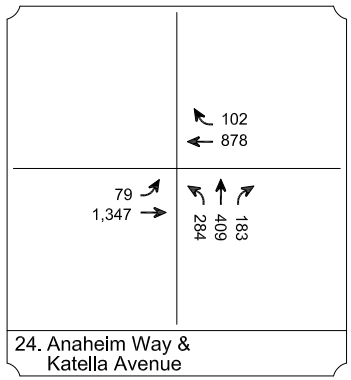

21. Haster Street & Gene Autry Way



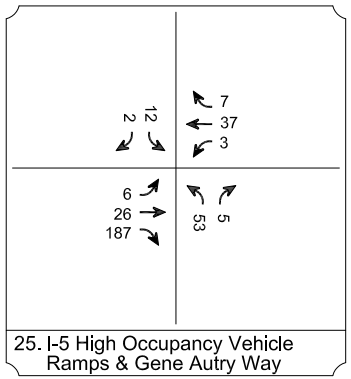

22. Haster Street & Orangewood Avenue




23. Manchester / I-5 SB Ramps & Katella Avenue




24. Anaheim Way & Katella Avenue




25. I-5 High Occupancy Vehicle Ramps & Gene Autry Way

Source: Gibson Transportation Consulting Inc. 2017

# Future with Project (Year 2024) Late PM Peak Hour Traffic Volumes

Exhibit 18c

*Toy Story Parking Lot CUP Amendment*

Map Not to Scale

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## TABLE 23
## FUTURE WITH PROJECT CONDITIONS (YEAR 2024)
## INTERSECTION PEAK HOUR LEVELS OF SERVICE

| No | Location | Peak Hour | Future without Project Conditions | | Future with Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|
| | | | V/C Ratio | LOS | V/C Ratio | LOS | Change in V/C | Significant Impact |
| 1. | Disneyland Dr & Ball Rd | Morning | 0.767 | C | 0.769 | C | 0.002 | NO |
| | | Afternoon | 0.913 | E | 0.914 | E | 0.001 | NO |
| | | Late Night | 0.650 | B | 0.651 | B | 0.001 | NO |
| 2. | Disneyland Dr / West St & Katella Ave | Morning | 0.598 | A | 0.598 | A | 0.000 | NO |
| | | Afternoon | 0.649 | B | 0.651 | B | 0.002 | NO |
| | | Late Night | 0.369 | A | 0.370 | A | 0.001 | NO |
| 3. | Cast Pl & Ball Rd | Morning | 0.472 | A | 0.472 | A | 0.000 | NO |
| | | Afternoon | 0.496 | A | 0.496 | A | 0.000 | NO |
| | | Late Night | 0.408 | A | 0.408 | A | 0.000 | NO |
| 4. | Harbor Blvd & Vermont Ave | Morning | 0.782 | C | 0.783 | C | 0.001 | NO |
| | | Afternoon | 0.619 | B | 0.620 | B | 0.001 | NO |
| | | Late Night | 0.292 | A | 0.292 | A | 0.000 | NO |
| 5. | Harbor Blvd & Ball Rd | Morning | 0.751 | C | 0.752 | C | 0.001 | NO |
| | | Afternoon | 0.744 | C | 0.745 | C | 0.001 | NO |
| | | Late Night | 0.495 | A | 0.495 | A | 0.000 | NO |
| 6. | Harbor Blvd & I-5 Northbound Ramps | Morning | 0.553 | A | 0.554 | A | 0.001 | NO |
| | | Afternoon | 0.570 | A | 0.571 | A | 0.001 | NO |
| | | Late Night | 0.377 | A | 0.380 | A | 0.003 | NO |
| 7. | Harbor Blvd & I-5 Southbound Ramps | Morning | 0.380 | A | 0.381 | A | 0.001 | NO |
| | | Afternoon | 0.441 | A | 0.442 | A | 0.001 | NO |
| | | Late Night | 0.330 | A | 0.339 | A | 0.009 | NO |
| 8. | Harbor Blvd & Manchester Ave | Morning | 0.512 | A | 0.513 | A | 0.001 | NO |
| | | Afternoon | 0.608 | B | 0.610 | B | 0.002 | NO |
| | | Late Night | 0.471 | A | 0.484 | A | 0.013 | NO |
| 9. | Harbor Blvd & Disney Way | Morning | 0.474 | A | 0.474 | A | 0.000 | NO |
| | | Afternoon | 0.571 | A | 0.573 | A | 0.002 | NO |
| | | Late Night | 0.468 | A | 0.481 | A | 0.013 | NO |
| 10. | Harbor Blvd & Katella Ave | Morning | 0.717 | C | 0.726 | C | 0.009 | NO |
| | | Afternoon | 0.710 | C | 0.712 | C | 0.002 | NO |
| | | Late Night | 0.464 | A | 0.492 | A | 0.028 | NO |
| 11. | Harbor Blvd & Convention Way / Toy Story Parking | Morning | 0.509 | A | 0.529 | A | 0.020 | NO |
| | | Afternoon | 0.510 | A | 0.526 | A | 0.016 | NO |
| | | Late Night | 0.406 | A | 0.442 | A | 0.036 | NO |
| 12. | Harbor Blvd & Orangewood Ave | Morning | 0.701 | C | 0.702 | C | 0.001 | NO |
| | | Afternoon | 0.805 | D | 0.807 | D | 0.002 | NO |
| | | Late Night | 0.475 | A | 0.476 | A | 0.001 | NO |
| 13. | Manchester Ave / Clementine St & Disney Way | Morning | 0.721 | C | 0.722 | C | 0.001 | NO |
| | | Afternoon | 0.573 | A | 0.574 | A | 0.001 | NO |
| | | Late Night | 0.684 | B | 0.684 | B | 0.000 | NO |

## TABLE 23
## FUTURE WITH PROJECT CONDITIONS (YEAR 2024)
## INTERSECTION PEAK HOUR LEVELS OF SERVICE

| No | Location | Peak Hour | Future without Project Conditions | | Future with Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|
| | | | V/C Ratio | LOS | V/C Ratio | LOS | Change in V/C | Significant Impact |
| 14. | Clementine St & Katella Ave | Morning | 0.572 | A | 0.572 | A | 0.000 | NO |
| | | Afternoon | 0.729 | C | 0.731 | C | 0.002 | NO |
| | | Late Night | 0.604 | B | 0.613 | B | 0.009 | NO |
| 15. | I-5 Southbound Off-ramp / Zeyn St & Disney Way | Morning | 0.479 | A | 0.481 | A | 0.002 | NO |
| | | Afternoon | 0.390 | A | 0.390 | A | 0.000 | NO |
| | | Late Night | 0.655 | B | 0.656 | B | 0.001 | NO |
| 16. | Anaheim Blvd & Ball Rd | Morning | 0.644 | B | 0.646 | B | 0.002 | NO |
| | | Afternoon | 0.808 | D | 0.809 | D | 0.001 | NO |
| | | Late Night | 0.384 | A | 0.389 | A | 0.005 | NO |
| 17. | Anaheim Blvd & Cerritos Ave | Morning | 0.466 | A | 0.467 | A | 0.001 | NO |
| | | Afternoon | 0.758 | C | 0.758 | C | 0.000 | NO |
| | | Late Night | 0.285 | A | 0.286 | A | 0.001 | NO |
| 18. | Anaheim Blvd & I-5 Northbound On-ramp / Anaheim Way | Morning | 0.506 | A | 0.507 | A | 0.001 | NO |
| | | Afternoon | 0.809 | D | 0.810 | D | 0.001 | NO |
| | | Late Night | 0.407 | A | 0.409 | A | 0.002 | NO |
| 19. | Anaheim Blvd & Disney Way / I-5 Ramps / Manchester Ave | Morning | 0.655 | B | 0.656 | B | 0.001 | NO |
| | | Afternoon | 0.721 | C | 0.722 | C | 0.001 | NO |
| | | Late Night | 0.534 | A | 0.537 | A | 0.003 | NO |
| 20. | Anaheim Blvd / Haster St & Katella Ave | Morning | 0.899 | D | 0.901 | E | 0.002 | NO |
| | | Afternoon | 0.658 | B | 0.660 | B | 0.002 | NO |
| | | Late Night | 0.370 | A | 0.375 | A | 0.005 | NO |
| 21. | Haster St & Gene Autry Way | Morning | 0.343 | A | 0.344 | A | 0.001 | NO |
| | | Afternoon | 0.533 | A | 0.534 | A | 0.001 | NO |
| | | Late Night | 0.282 | A | 0.286 | A | 0.004 | NO |
| 22. | Haster St & Orangewood Ave | Morning | 0.663 | B | 0.663 | B | 0.000 | NO |
| | | Afternoon | 0.881 | D | 0.881 | D | 0.000 | NO |
| | | Late Night | 0.399 | A | 0.399 | A | 0.000 | NO |
| 23. | Manchester Ave / I-5 Southbound Ramps & Katella Ave | Morning | 0.553 | A | 0.553 | A | 0.000 | NO |
| | | Afternoon | 0.831 | D | 0.833 | D | 0.002 | NO |
| | | Late Night | 0.581 | A | 0.593 | A | 0.012 | NO |
| 24. | Anaheim Way & Katella Ave | Morning | 0.535 | A | 0.537 | A | 0.002 | NO |
| | | Afternoon | 0.818 | D | 0.819 | D | 0.001 | NO |
| | | Late Night | 0.421 | A | 0.422 | A | 0.001 | NO |
| 25. | I-5 High Occupancy Vehicle Lanes & Gene Autry Way | Morning | 0.174 | A | 0.176 | A | 0.002 | NO |
| | | Afternoon | 0.217 | A | 0.219 | A | 0.002 | NO |
| | | Late Night | 0.192 | A | 0.196 | A | 0.004 | NO |

**Arterial Segment Analysis**

Future with Project Conditions were also analyzed for the 17 street segments based on daily (24-hour) traffic volumes. Table 24, *Future With Project Conditions (Year 2024) Street Segment Levels of Service*, shows the results of the street segment LOS analysis. As shown, 10 of the 17 street segments are projected to operate at LOS C or better. The Project would not worsen the LOS at any segment.

Segments #1, #2, and #3, Harbor Boulevard south of Manchester Avenue, between Disney Way and Katella Avenue and between Katella Avenue and Convention Way, each of which are projected to operate at LOS D or E under Future without Project Conditions and Future with Project Conditions, are already at their ultimate configuration based on the ARSP street designation. Therefore, it is necessary to conduct peak hour analysis at each location, which is provided in Table 25, *Street Segment Levels of Service*. As shown, each segment would operate at LOS A during all three peak hours under both Future without Project Conditions and Future with Project Conditions, except for Segment #3, Harbor Boulevard between Katella Avenue and Convention Way, which would operate at LOS D during the afternoon peak hour. No significant impact can occur at LOS A, and at LOS D a significant impact would be identified if the Project would cause the V/C ratio to increase by 0.03 or more. However, as Table 25, *Street Segment Levels of Service*, shows, the Proposed Project would only increase the V/C ratio by 0.013 at Segment #3 during the afternoon peak hour and, therefore, would not trigger the threshold for a significant impact.

Four additional segments are projected to operate at LOS D or E, including:

12. Katella Avenue between Hotel Way and Harbor Boulevard (LOS D)

13. Katella Avenue between Harbor Boulevard and Clementine Street (LOS E)

14. Katella Avenue between Clementine Street and Anaheim Boulevard / Haster Street (LOS E)

16. Katella Avenue between Manchester Avenue / I-5 Southbound Ramps and Anaheim Way (LOS D)

Each of these segments are designated to be widened as part of full buildout of the ARSP and, therefore, the intersection significant impact criteria described previously may be applied. At LOS D, a significant impact would be identified if the Proposed Project would cause the V/C ratio to increase by 0.03 or more and at LOS E, a significant impact would be identified if the Proposed Project would cause the V/C ratio to increase by 0.01 or more. As Table 24, *Future With Project Conditions (Year 2024) Street Segment Levels of Service*, shows, the incremental increase in V/C ratio at each street segment is under the threshold required to identify a significant traffic impact. Therefore, no street segment impacts would occur.

## TABLE 24
## FUTURE WITH PROJECT CONDITIONS (YEAR 2024)
## STREET SEGMENT LEVELS OF SERVICE

| No | Location | Type [a] | Capacity | Future without Project Conditions | | | Future with Project Conditions | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Volume | V/C Ratio | LOS | Volume | V/C Ratio | LOS | Change in V/C | Requires Peak Hour Analysis |
| 1. | Harbor Boulevard between Manchester Avenue and Disney Way | 6 D | 56,300 | 51,500 | 0.915 | E | 51,860 | 0.921 | E | 0.006 | **YES** |
| 2. | Harbor Boulevard between Disney Way and Katella Avenue | 6 D | 56,300 | 47,066 | 0.836 | D | 47,501 | 0.844 | D | 0.008 | **YES** |
| 3. | Harbor Boulevard between Katella Avenue and Convention Way | 6 D | 56,300 | 46,402 | 0.824 | D | 47,277 | 0.840 | D | 0.016 | **YES** |
| 4. | Clementine Street between Disney Way and Katella Avenue | 4 D | 37,500 | 16,453 | 0.439 | A | 16,453 | 0.439 | A | 0.000 | NO |
| 5. | Anaheim Boulevard between Ball Road and Cerritos Avenue | 6 D | 56,300 | 34,015 | 0.604 | B | 34,065 | 0.605 | B | 0.001 | NO |
| 6. | Anaheim Boulevard between Cerritos Avenue and I-5 Northbound Ramps | 6 D | 56,300 | 42,640 | 0.757 | C | 42,690 | 0.758 | C | 0.001 | NO |
| 7. | Anaheim Boulevard between Disney Way and Katella Avenue | 6 D | 56,300 | 27,936 | 0.496 | A | 28,011 | 0.498 | A | 0.001 | NO |
| 8. | Haster Street between Katella Avenue and Gene Autry Way | 6 D | 56,300 | 28,157 | 0.500 | A | 28,182 | 0.501 | A | 0.000 | NO |
| 9. | Ball Road between Harbor Boulevard and Claremont Street | 6 D | 56,300 | 44,247 | 0.786 | C | 44,297 | 0.787 | C | 0.001 | NO |
| 10. | Disney Way between Anaheim GardenWalk and Manchester Avenue / Clementine Street | 6 D | 56,300 | 17,261 | 0.307 | A | 17,336 | 0.308 | A | 0.001 | NO |

## TABLE 24
## FUTURE WITH PROJECT CONDITIONS (YEAR 2024)
## STREET SEGMENT LEVELS OF SERVICE

| No | Location | Type [a] | Capacity | Future without Project Conditions | | | Future with Project Conditions | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Volume | V/C Ratio | LOS | Volume | V/C Ratio | LOS | Change in V/C | Requires Peak Hour Analysis |
| 11. | Disney Way between I-5 Southbound Off-ramp and Anaheim Boulevard | 6 D | 56,300 | 37,519 | 0.666 | B | 37,569 | 0.667 | B | 0.001 | NO |
| 12. | Katella Avenue between Hotel Way and Harbor Boulevard | 6 D | 56,300 | 46,019 | 0.817 | D | 46,159 | 0.820 | D | 0.002 | NO |
| 13. | Katella Avenue between Harbor Boulevard and Clementine Street | 6 D | 56,300 | 52,128 | 0.926 | E | 52,428 | 0.931 | E | 0.005 | NO |
| 14. | Katella Avenue between Clementine Street and Anaheim Boulevard / Haster Street | 6 D | 56,300 | 55,046 | 0.978 | E | 55,346 | 0.983 | E | 0.005 | NO |
| 15. | Katella Avenue between Anaheim Boulevard / Haster Street and Manchester Avenue / I-5 Southbound Ramps | 8 D | 75,000 | 56,171 | 0.749 | C | 56,371 | 0.752 | C | 0.003 | NO |
| 16. | Katella Avenue between Manchester Avenue / I-5 Southbound Ramps and Anaheim Way | 8 D | 75,000 | 60,685 | 0.809 | D | 60,810 | 0.811 | D | 0.002 | NO |
| 17. | Gene Autry Way between Haster Street and I-5 High Occupancy Vehicle Lanes | 6 D | 56,300 | 4,973 | 0.088 | A | 5,023 | 0.089 | A | 0.001 | NO |

[a] Facility type indicates number of lanes and whether road is divided or undivided.

## TABLE 25
## STREET SEGMENT LEVELS OF SERVICE

| No | Location | Peak Hour | Mid-Block Lanes | Capacity [a] | Future Without Project Conditions | | | Future With Project Conditions | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Volume | V/C Ratio | LOS | Volume | V/C Ratio | LOS | Change in V/C | Significant Impact |
| 1. | Harbor Boulevard South of Manchester Avenue [b] | Morning Peak Hour | 6 | 6,567 | 2,664 | 0.406 | A | 2,685 | 0.409 | A | 0.003 | NO |
| | | Afternoon Peak Hour | 6 | 5,910 | 2,910 | 0.492 | A | 2,931 | 0.496 | A | 0.004 | NO |
| | | Late Night Peak Hour | 6 | 9,325 | 1,899 | 0.204 | A | 1,962 | 0.210 | A | 0.007 | NO |
| 2. | Harbor Boulevard between Disney Way and Katella Avenue [c] | Morning Peak Hour | 6 | 6,567 | 2,622 | 0.399 | A | 2,651 | 0.404 | A | 0.004 | NO |
| | | Afternoon Peak Hour | 6 | 5,625 | 3,014 | 0.536 | A | 3,040 | 0.540 | A | 0.005 | NO |
| | | Late Night Peak Hour | 6 | 6,641 | 2,074 | 0.312 | A | 2,145 | 0.323 | A | 0.011 | NO |
| 3. | Harbor Boulevard between Katella Avenue and Convention Way [d] | Morning Peak Hour | 6 | 6,386 | 3,171 | 0.497 | A | 3,234 | 0.506 | A | 0.010 | NO |
| | | Afternoon Peak Hour | 6 | 3,813 | 3,357 | 0.880 | D | 3,408 | 0.894 | D | 0.013 | NO |
| | | Late Night Peak Hour | 6 | 6,641 | 2,345 | 0.353 | A | 2,473 | 0.372 | A | 0.019 | NO |

[a] Capacity is equal to capacity used in Anaheim Resort Specific Plan SEIR No. 340 for AM and PM peak hours. It is based on 1,900 vehicles per hour per lane multiplied by the percentage of signal green time at the controlling signalized intersection, and this method was used to calculate Late Night Peak Hour capacities.
[b] Peak hour volume is the sum of the northbound approach and southbound departure at Intersection #8, Harbor Boulevard & Manchester Avenue.
[c] Peak hour volume is the sum of the southbound approach and northbound departure at Intersection #10, Harbor Boulevard & Katella Avenue.
[d] Peak hour volume is the sum of the northbound approach and southbound departure at Intersection #10, Harbor Boulevard & Katella Avenue.

## Caltrans Freeway Mainline Analysis

The Future without Project Conditions and Future with Project Conditions for freeway mainline segments are shown in Table 26, *Future Conditions (Year 2024) Freeway Mainline Segment Levels of Service*. As shown, all three freeway mainline segments are projected to operate at LOS C during the morning peak hour, except on FS-2, I-5 between Harbor Boulevard and Katella Avenue, which would operate at LOS D in the southbound direction. All three segments are projected to operate at LOS D or better during the afternoon peak hour. All three segments are projected to operate at LOS B during the late night peak hour, except on FS-3, I-5 south of Katella Avenue, which would operate at LOS C in the southbound direction. None of the freeway mainline facilities are projected to operate at a deficiency, and the Project would not worsen LOS at any location or cause a deficiency.

## TABLE 26
## FUTURE CONDITIONS (YEAR 2024)
## FREEWAY MAINLINE SEGMENT LEVELS OF SERVICE

| ID | Freeway Segment | Direction | Future without Project Conditions | | | | | Future with Project Conditions | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Volume [a] | Lanes [b] | Speed [c] | Density [d] | Level of Service | Volume [a] | Lanes [b] | Speed [c] | Density [d] | Level of Service |
| ***Morning Peak Hour*** | | | | | | | | | | | | |
| FS-1. | I-5 North of Harbor Boulevard | Northbound | 7,460 | 5 | 70.4 | 23.4 | C | 7,464 | 5 | 70.4 | 23.4 | C |
| | | Southbound | 7,478 | 5 | 70.4 | 23.4 | C | 7,492 | 5 | 70.3 | 23.5 | C |
| FS-2. | I-5 between Harbor Boulevard & Katella Avenue | Northbound | 7,683 | 5 | 69.7 | 24.3 | C | 7,683 | 5 | 69.7 | 24.3 | C |
| | | Southbound | 8,127 | 5 | 68.1 | 26.3 | D | 8,130 | 5 | 68.1 | 26.3 | D |
| FS-3. | I-5 South of Katella Avenue | Northbound | 7,042 | 5 | 71.6 | 21.7 | C | 7,055 | 5 | 71.6 | 21.7 | C |
| | | Southbound | 7,268 | 5 | 71.0 | 22.6 | C | 7,270 | 5 | 71.0 | 22.6 | C |
| ***Afternoon Peak Hour*** | | | | | | | | | | | | |
| FS-1. | I-5 North of Harbor Boulevard | Northbound | 9,037 | 5 | 64.1 | 31.1 | D | 9,048 | 5 | 64.0 | 31.2 | D |
| | | Southbound | 8,080 | 5 | 68.2 | 26.1 | D | 8,087 | 5 | 68.2 | 26.1 | D |
| FS-2. | I-5 between Harbor Boulevard & Katella Avenue | Northbound | 8,952 | 5 | 64.5 | 30.6 | D | 8,953 | 5 | 64.5 | 30.6 | D |
| | | Southbound | 9,145 | 5 | 63.6 | 31.7 | D | 9,147 | 5 | 63.6 | 31.7 | D |
| FS-3. | I-5 South of Katella Avenue | Northbound | 7,000 | 5 | 71.7 | 21.5 | C | 7,006 | 5 | 71.7 | 21.5 | C |
| | | Southbound | 8,479 | 5 | 66.6 | 28.0 | D | 8,484 | 5 | 66.6 | 28.1 | D |
| ***Late Night Peak Hour*** | | | | | | | | | | | | |
| FS-1. | I-5 North of Harbor Boulevard | Northbound | 5,702 | 5 | 74.3 | 16.9 | B | 5,757 | 5 | 74.2 | 17.1 | B |
| | | Southbound | 3,964 | 5 | 75.0 | 11.7 | B | 3,965 | 5 | 75.0 | 11.7 | B |
| FS-2. | I-5 between Harbor Boulevard & Katella Avenue | Northbound | 5,206 | 5 | 74.8 | 15.4 | B | 5,213 | 5 | 74.8 | 15.4 | B |
| | | Southbound | 5,060 | 5 | 74.9 | 14.9 | B | 5,060 | 5 | 74.9 | 14.9 | B |
| FS-3. | I-5 South of Katella Avenue | Northbound | 4,159 | 5 | 75.0 | 12.2 | B | 4,160 | 5 | 75.0 | 12.2 | B |
| | | Southbound | 6,132 | 5 | 73.6 | 18.4 | C | 6,159 | 5 | 73.6 | 18.5 | C |

[a] Peak hour volume includes mainline lanes only (traffic volume in high occupancy vehicle lanes is not included).
[b] Lane totals do not include auxiliary lanes or high occupancy vehicle lanes.
[c] Speed reported in miles per hour based on a free flow speed of 75 miles per hour consistent with analysis in the ARSP SEIR.
[d] Density reported in passenger cars per mile per lane (pc/mi/ln).

## Caltrans Intersection Analysis

The Future without Project Conditions and Future with Project Conditions for intersections using HCM 2010 methodology are shown in Table 27, *Future Conditions (Year 2024) Caltrans Intersection Peak Hour Levels of Service*. As shown, all of the intersections are projected to operate at LOS D or better during each peak hour, both without and with Project traffic. None of the intersections are projected to operate at a deficiency.

**TABLE 27**
**FUTURE CONDITIONS (YEAR 2024)**
**CALTRANS INTERSECTION PEAK HOUR LEVELS OF SERVICE**

| No | Location | Peak Hour | Future without Project Opening Year Conditions | | Future with Project Opening Year Conditions | |
|---|---|---|---|---|---|---|
| | | | Delay | LOS | Delay | LOS |
| 6. | Harbor Blvd & I-5 Northbound Ramps | Morning | 14.8 | B | 14.8 | B |
| | | Afternoon | 25.3 | C | 25.7 | C |
| | | Late Night | 11.7 | B | 12.0 | B |
| 7. | Harbor Blvd & I-5 Southbound Ramps | Morning | 15.5 | B | 15.6 | B |
| | | Afternoon | 13.1 | B | 13.2 | B |
| | | Late Night | 9.6 | A | 9.5 | A |
| 15. | I-5 Southbound Off-ramp / Zeyn St & Disney Way / Garage Flyover | Morning | 15.9 | B | 15.9 | B |
| | | Afternoon | 15.4 | B | 15.4 | B |
| | | Late Night | 13.0 | B | 13.0 | B |
| 18. | Anaheim Blvd & I-5 Northbound On-ramp / Anaheim Way | Morning | 21.9 | C | 21.9 | C |
| | | Afternoon | 34.5 | C | 34.6 | C |
| | | Late Night | 26.0 | C | 26.0 | C |
| 19. | Anaheim Blvd & Disney Way / I-5 Ramps / Manchester Ave | Morning | 31.2 | C | 31.2 | C |
| | | Afternoon | 30.8 | C | 30.9 | C |
| | | Late Night | 26.5 | C | 26.5 | C |
| 23. | Manchester Ave / I-5 Southbound Ramps & Katella Ave | Morning | 20.2 | C | 20.2 | C |
| | | Afternoon | 41.0 | D | 41.2 | D |
| | | Late Night | 23.0 | C | 23.0 | C |
| 24. | Anaheim Way & Katella Ave | Morning | 21.3 | C | 21.3 | C |
| | | Afternoon | 22.7 | C | 22.7 | C |
| | | Late Night | 26.2 | C | 26.2 | C |
| 25. | I-5 High Occupancy Vehicle Lanes & Gene Autry Way | Morning | 23.5 | C | 23.6 | C |
| | | Afternoon | 25.0 | C | 25.0 | C |
| | | Late Night | 13.8 | B | 13.5 | B |

## Caltrans Freeway Off-ramp Queuing

The Future without Project Conditions and Future with Project Conditions (Year 2024) for off-ramp queues are shown in Tables 28, *Future Conditions (Year 2024) – Morning Peak Hour Off-Ramp Queue Evaluation*, 29, *Future Conditions (Year 2024) – Afternoon Peak Hour Off-Ramp Queue Evaluation*, and 30, *Future Conditions (Year 2024) – Late Night Peak Hour Off-Ramp Queue Evaluation*, for the morning, afternoon, and late night peak hours, respectively. As Tables 28, and 29 show, the intersection queue would exceed the lengths of two of the turn pockets during the morning and afternoon peak hours at Q-5, I-5 Southbound Off-ramp to Katella Avenue. The lane exceedances would occur both without and with Project traffic, and Project traffic would increase the queue length slightly during the afternoon peak hour. However, the queues would not exceed the ramp storage length and, therefore, would not affect mainline freeway operations. None of the other queues would exceed the length of any turn pockets or ramps during any analyzed peak hour, without or with Project traffic.

**TABLE 28**
**FUTURE CONDITIONS (YEAR 2024) – MORNING PEAK HOUR**
**OFF-RAMP QUEUE EVALUATION**

| Ramp and Lane Description | Vehicle Storage Capacity (ft) | Future without Project Conditions | | Future with Project Conditions | |
|---|---|---|---|---|---|
| | | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? |
| **Q-1. I-5 Northbound Off-ramp to Harbor Boulevard (Intersection #6)** | | | | | |
| Vehicles on Ramp | | 1,030 | | 1,030 | |
| Average Approach Delay on Ramp | | 34.9 | | 34.9 | |
| Level of Service | | C | | C | |
| Left-Turn Lane Queue | 150 | 99 | NO | 99 | NO |
| Shared Left / Right-Turn Lane Queue | 630 | 309 | NO | 309 | NO |
| Right-Turn Lane Queue | 630 | 309 | NO | 309 | NO |
| Ramp Queue | 640 | 0 | NO | 0 | NO |
| **Q-2. I-5 Southbound Off-ramp to Harbor Boulevard (Intersection #7)** | | | | | |
| Vehicles on Ramp | | 992 | | 1,003 | |
| Average Delay on Ramp | | 33.2 | | 33.0 | |
| Level of Service | | C | | C | |
| Left-Turn Lane Queue | 650 | 108 | NO | 108 | NO |
| Shared Left / Right-Turn Lane Queue | 650 | 313 | NO | 316 | NO |
| Ramp Queue | 650 | 0 | NO | 0 | NO |
| **Q-3. I-5 Southbound Off-ramp to Disney Way (Intersection #15)** | | | | | |
| Vehicles on Ramp | | 670 | | 673 | |
| Average Approach Delay on Ramp | | 41.4 | | 41.3 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 470 | 206 | NO | 207 | NO |
| Shared Left / Through / Right-Turn Lane Queue | 470 | 198 | NO | 199 | NO |
| Right-Turn Lane Queue | 350 | 191 | NO | 192 | NO |
| Ramp Queue | 430 | 0 | NO | 0 | NO |

## TABLE 28
## FUTURE CONDITIONS (YEAR 2024) – MORNING PEAK HOUR
## OFF-RAMP QUEUE EVALUATION

| Ramp and Lane Description | Vehicle Storage Capacity (ft) | Future without Project Conditions | | Future with Project Conditions | |
|---|---|---|---|---|---|
| | | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? |
| **Q-4. I-5 Northbound High Occupancy Vehicle Off-ramp to Anaheim Boulevard / Disney Way (Intersection #19)** [a] | | | | | |
| Vehicles on Ramp | | 557 | | 558 | |
| Average Approach Delay on Ramp | | 32.6 | | 32.6 | |
| Level of Service | | C | | C | |
| Through Lane (Ramp Queue) | > 5,000 | 301 | NO | 302 | NO |
| **Q-5. I-5 Southbound Off-ramp to Katella Avenue (Intersection #23)** | | | | | |
| Vehicles on Ramp | | 617 | | 617 | |
| Average Approach Delay on Ramp | | 41.1 | | 41.1 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 200 | 78 | NO | 78 | NO |
| Shared Left / Right-Turn Lane Queue | 200 | 211 | Lane | 211 | Lane |
| Right-Turn Lane Queue | 200 | 211 | Lane | 211 | Lane |
| Ramp Queue | 3,485 | 22 | NO | 22 | NO |
| **Q-6. I-5 Southbound High Occupancy Vehicle Off-ramp to Gene Autry Way (Intersection #25)** | | | | | |
| Level of Service | | 68 | | 68 | |
| Average Approach Delay on Ramp | | 45.0 | | 45.0 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 780 | 36 | NO | 36 | NO |
| Shared Left / Right-Turn Lane Queue | 780 | 36 | NO | 36 | NO |
| Ramp Queue | 1,280 | 0 | NO | 0 | NO |
| **Q-7. I-5 Northbound High Occupancy Vehicle Off-ramp to Gene Autry Way (Intersection #25)** | | | | | |
| Level of Service | | 133 | | 136 | |
| Average Approach Delay on Ramp | | 48.0 | | 47.9 | |
| Level of Service | | D | | D | |
| Shared Left / Right-Turn Lane Queue | 670 | 128 | NO | 131 | NO |
| Right-Turn Lane Queue | 670 | 128 | NO | 131 | NO |
| Ramp Queue | 1,350 | 0 | NO | 0 | NO |

[a] Half of the traffic on the westbound approach of this intersection was assumed to be from the I-5 Northbound HOV Off-ramp. The remainder would come from the Anaheim Way connector, under I-5, to this intersection.

## TABLE 29
## FUTURE CONDITIONS (YEAR 2024) – AFTERNOON PEAK HOUR
## OFF-RAMP QUEUE EVALUATION

| Ramp and Lane Description | Vehicle Storage Capacity (ft) | Future without Project Conditions | | Future with Project Conditions | |
|---|---|---|---|---|---|
| | | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? |
| **Q-1. I-5 Northbound Off-ramp to Harbor Boulevard (Intersection #6)** | | | | | |
| Vehicles on Ramp | | 905 | | 905 | |
| Average Approach Delay on Ramp | | 68.8 | | 68.8 | |
| Level of Service | | E | | E | |
| Left-Turn Lane Queue | 150 | 38 | NO | 38 | NO |
| Shared Left / Right-Turn Lane Queue | 630 | 407 | NO | 407 | NO |
| Right-Turn Lane Queue | 630 | 407 | NO | 407 | NO |
| Ramp Queue | 640 | 0 | NO | 0 | NO |
| **Q-2. I-5 Southbound Off-ramp to Harbor Boulevard (Intersection #7)** | | | | | |
| Vehicles on Ramp | | 846 | | 851 | |
| Average Delay on Ramp | | 36.9 | | 36.8 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 650 | 162 | NO | 161 | NO |
| Shared Left / Right-Turn Lane Queue | 650 | 233 | NO | 235 | NO |
| Ramp Queue | 650 | 0 | NO | 0 | NO |
| **Q-3. I-5 Southbound Off-ramp to Disney Way (Intersection #15)** | | | | | |
| Vehicles on Ramp | | 597 | | 599 | |
| Average Approach Delay on Ramp | | 42.0 | | 42.0 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 470 | 192 | NO | 192 | NO |
| Shared Left / Through / Right-Turn Lane Queue | 470 | 188 | NO | 188 | NO |
| Right-Turn Lane Queue | 350 | 173 | NO | 174 | NO |
| Ramp Queue | 430 | 0 | NO | 0 | NO |
| **Q-4. I-5 Northbound High Occupancy Vehicle Off-ramp to Anaheim Boulevard / Disney Way (Intersection #19)** [a] | | | | | |
| Vehicles on Ramp | | 366 | | 367 | |
| Average Approach Delay on Ramp | | 40.0 | | 39.5 | |
| Level of Service | | D | | D | |
| Through Lane (Ramp Queue) | > 5,000 | 230 | NO | 229 | NO |
| **Q-5. I-5 Southbound Off-ramp to Katella Avenue (Intersection #23)** | | | | | |
| Vehicles on Ramp | | 1,153 | | 1,153 | |
| Average Approach Delay on Ramp | | 67.1 | | 67.1 | |
| Level of Service | | E | | E | |
| Left-Turn Lane Queue | 200 | 80 | NO | 80 | NO |
| Shared Left / Right-Turn Lane Queue | 200 | 486 | Lane | 486 | Lane |
| Right-Turn Lane Queue | 200 | 486 | Lane | 486 | Lane |
| Ramp Queue | 3,485 | 572 | NO | 572 | NO |

## TABLE 29
## FUTURE CONDITIONS (YEAR 2024) – AFTERNOON PEAK HOUR
## OFF-RAMP QUEUE EVALUATION

| Ramp and Lane Description | Vehicle Storage Capacity (ft) | Future without Project Conditions | | Future with Project Conditions | |
|---|---|---|---|---|---|
| | | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? |
| **Q-6. I-5 Southbound High Occupancy Vehicle Off-ramp to Gene Autry Way (Intersection #25)** | | | | | |
| Level of Service | | 178 | | 178 | |
| Average Approach Delay on Ramp | | 46.0 | | 46.0 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 780 | 95 | NO | 95 | NO |
| Shared Left / Right-Turn Lane Queue | 780 | 94 | NO | 94 | NO |
| Ramp Queue | 1,280 | 0 | NO | 0 | NO |
| **Q-7. I-5 Northbound High Occupancy Vehicle Off-ramp to Gene Autry Way (Intersection #25)** | | | | | |
| Level of Service | | 190 | | 192 | |
| Average Approach Delay on Ramp | | 48.4 | | 48.3 | |
| Level of Service | | D | | D | |
| Shared Left / Right-Turn Lane Queue | 670 | 123 | NO | 125 | NO |
| Right-Turn Lane Queue | 670 | 123 | NO | 125 | NO |
| Ramp Queue | 1,350 | 0 | NO | 0 | NO |

[a] Half of the traffic on the westbound approach of this intersection was assumed to be from the I-5 Northbound HOV Off-ramp. The remainder would come from the Anaheim Way connector, under I-5, to this intersection.

## TABLE 30
## FUTURE CONDITIONS (YEAR 2024) – LATE NIGHT HOUR
## OFF-RAMP QUEUE EVALUATION

| Ramp and Lane Description | Vehicle Storage Capacity (ft) | Future without Project Conditions | | Future with Project Conditions | |
|---|---|---|---|---|---|
| | | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? |
| **Q-1. I-5 Northbound Off-ramp to Harbor Boulevard (Intersection #6)** | | | | | |
| Vehicles on Ramp | | 500 | | 500 | |
| Average Approach Delay on Ramp | | 42.0 | | 42.5 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 150 | 48 | NO | 48 | NO |
| Shared Left / Right-Turn Lane Queue | 630 | 185 | NO | 186 | NO |
| Right-Turn Lane Queue | 630 | 185 | NO | 186 | NO |
| Ramp Queue | 640 | 0 | NO | 0 | NO |
| **Q-2. I-5 Southbound Off-ramp to Harbor Boulevard (Intersection #7)** | | | | | |
| Vehicles on Ramp | | 477 | | 478 | |
| Average Delay on Ramp | | 41.3 | | 41.3 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 650 | 102 | NO | 102 | NO |
| Shared Left / Right-Turn Lane Queue | 650 | 139 | NO | 140 | NO |
| Ramp Queue | 650 | 0 | NO | 0 | NO |
| **Q-3. I-5 Southbound Off-ramp to Disney Way (Intersection #15)** | | | | | |
| Vehicles on Ramp | | 484 | | 482 | |
| Average Approach Delay on Ramp | | 44.2 | | 44.2 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 470 | 156 | NO | 156 | NO |
| Shared Left / Through / Right-Turn Lane Queue | 470 | 147 | NO | 147 | NO |
| Right-Turn Lane Queue | 350 | 141 | NO | 141 | NO |
| Ramp Queue | 430 | 0 | NO | 0 | NO |
| **Q-4. I-5 Northbound High Occupancy Vehicle Off-ramp to Anaheim Boulevard / Disney Way (Intersection #19)** [a] | | | | | |
| Vehicles on Ramp | | 249 | | 249 | |
| Average Approach Delay on Ramp | | 31.5 | | 31.4 | |
| Level of Service | | C | | C | |
| Through Lane (Ramp Queue) | > 5,000 | 141 | NO | 141 | NO |
| **Q-5. I-5 Southbound Off-ramp to Katella Avenue (Intersection #23)** | | | | | |
| Vehicles on Ramp | | 484 | | 484 | |
| Average Approach Delay on Ramp | | 43.2 | | 43.2 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 200 | 64 | NO | 64 | NO |
| Shared Left / Right-Turn Lane Queue | 200 | 174 | NO | 174 | NO |
| Right-Turn Lane Queue | 200 | 174 | NO | 174 | NO |
| Ramp Queue | 3,485 | 0 | NO | 0 | NO |

**TABLE 30**
**FUTURE CONDITIONS (YEAR 2024) – LATE NIGHT HOUR**
**OFF-RAMP QUEUE EVALUATION**

| Ramp and Lane Description | Vehicle Storage Capacity (ft) | Future without Project Conditions | | Future with Project Conditions | |
|---|---|---|---|---|---|
| | | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? | 95th Percentile Vehicle Queue Length (ft) | Exceeds Capacity? |
| **Q-6. I-5 Southbound High Occupancy Vehicle Off-ramp to Gene Autry Way (Intersection #25)** | | | | | |
| Level of Service | | 15 | | 15 | |
| Average Approach Delay on Ramp | | 47.1 | | 47.1 | |
| Level of Service | | D | | D | |
| Left-Turn Lane Queue | 780 | 9 | NO | 9 | NO |
| Shared Left / Right-Turn Lane Queue | 780 | 9 | NO | 9 | NO |
| Ramp Queue | 1,280 | 0 | NO | 0 | NO |
| **Q-7. I-5 Northbound High Occupancy Vehicle Off-ramp to Gene Autry Way (Intersection #25)** | | | | | |
| Level of Service | | 58 | | 58 | |
| Average Approach Delay on Ramp | | 54.3 | | 54.3 | |
| Level of Service | | D | | D | |
| Shared Left / Right-Turn Lane Queue | 670 | 63 | NO | 63 | NO |
| Right-Turn Lane Queue | 670 | 63 | NO | 63 | NO |
| Ramp Queue | 1,350 | 0 | NO | 0 | NO |
| [a] Half of the traffic on the westbound approach of this intersection was assumed to be from the I-5 Northbound HOV Off-ramp. The remainder would come from the Anaheim Way connector, under I-5, to this intersection. | | | | | |

## Queuing Model Analysis

The Toy Story Parking Lot is served by a single full-access driveway at the intersection of Harbor Boulevard and Convention Way. All arriving and departing guests use this signalized driveway, including all future guests associated with the proposed expansion of the Toy Story Parking Lot. Approximately 600 feet east of the driveway, there are a total of six entry booths where guests may purchase a parking pass. From there, guest vehicles are guided by parking staff to a specific space through a process known as speed loading.

At the entrance to the Toy Story Parking Lot, there are two inbound lanes and three outbound lanes. During peak arrival periods, the outbound lanes are sequentially coned off to allow inbound traffic to queue up behind the six entry booths. In total, based on a typical coning pattern, there is a cumulative total of approximately 2,300 feet of queuing space in front of the six entry booths. Assuming 25 feet per car length (including the gap between cars), 2,300 feet can hold approximately 92 cars before backing up onto Harbor Boulevard and preventing additional guests from entering the driveway.

Based on the Queuing Model detailed in Appendix G, a maximum expected queue was determined for the peak hours of arrival patterns and it was determined how likely that queue would to be exceeded. The Queuing Model assumed that 85 percent of the time the maximum queue would be less than the reported result. The Queuing Model was run for two scenarios. In the first scenario, the Proposed Project would be implemented resulting in a total of approximately 5,378 spaces at the Toy Story Lot. In the second scenario and as part of the background condition, the Katella Cast Member Lot (KCML) conversion would also be implemented, resulting in approximately 6,753 spaces using the driveway to the Toy Story Parking Lot. As detailed in

Appendix G, the Queuing Model estimates an 85th percentile queue of 15 vehicles for the first scenario. If the KCML conversion is completed, the Queuing Model forecasts an 85th percentile queue of 110 vehicles, which exceeds the available storage of 92 vehicles.

In order to prevent queues reaching Harbor Boulevard and potentially causing congestion on Harbor Boulevard, an operational contingency that is currently employed at the Toy Story Parking Lot would continue to be used during peak arrival periods to speed up the processing of vehicles through the entry booths. During these periods, should queued guest vehicles reach Harbor Boulevard, parking staff would open the entry gates to allow free flow of vehicles into the parking lot (free of charge) until the queue dissipates. With this strategy, the peak arrival period would be accommodated without causing congestion on Harbor Boulevard. No impacts to the local circulation system would occur as a result of the Proposed Project.

As shown in the analysis above, no new significant impacts would occur related to the Proposed Project. Consistent with EIR 340, the Proposed Project would participate in any identified mitigation improvements adjacent to the Project Site; pay appropriate traffic fees; and pay its fair share of nearby improvements, as identified below in the Mitigation section.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Consistent with EIR 340, Orange County CMP guidelines state that development Projects must comply with CMP criteria. Harbor Boulevard and Katella Avenue are arterial highways included in the CMP. In particular, five of the study intersections and eight of the street segments analyzed were also analyzed according to the CMP guidelines and criteria. The analyzed intersections included:

- Harbor Boulevard and I-5 Northbound Ramps
- Harbor Boulevard and I-5 Southbound Ramps
- Harbor Boulevard and Katella Avenue
- Manchester Avenue / I-5 Southbound Ramps and Katella Avenue
- Anaheim Way and Katella Avenue

The analyzed segments include all street segments on Harbor Boulevard or Katella Avenue.

Table 31, *Orange County Transportation Authority Congestion Management Program Intersection Peak Hour Levels of Service,* shows the intersection LOS and impact analysis under Existing with Project Conditions (Year 2017) and Future with Project Conditions (Year 2024) for the five analyzed CMP locations. As shown in Table 31, all intersections operate at LOS B or better, without and with Project traffic, under Existing Conditions. All intersections operate at LOS D or better, without and with Project traffic, under Future Conditions. Therefore, no intersections are deficient and no significant impacts would occur.

**TABLE 31**
**ORANGE COUNTY TRANSPORTATION AUTHORITY CONGESTION MANAGEMENT PROGRAM**
**INTERSECTION PEAK HOUR LEVELS OF SERVICE**

| No | Location | Peak Hour | Existing Conditions [a] | | Existing with Project Conditions [a] | | | |
|---|---|---|---|---|---|---|---|---|
| | | | V/C Ratio | LOS | V/C Ratio | LOS | Change in V/C | Impact |
| 6. | Harbor Blvd & I-5 Northbound Ramps | Morning | 0.483 | A | 0.484 | A | 0.001 | NO |
| | | Afternoon | 0.480 | A | 0.480 | A | 0.000 | NO |
| | | Late Night | 0.302 | A | 0.305 | A | 0.003 | NO |
| 7. | Harbor Blvd & I-5 Southbound Ramps | Morning | 0.308 | A | 0.309 | A | 0.001 | NO |
| | | Afternoon | 0.339 | A | 0.341 | A | 0.002 | NO |
| | | Late Night | 0.229 | A | 0.237 | A | 0.008 | NO |
| 10. | Harbor Blvd & Katella Ave | Morning | 0.589 | A | 0.598 | A | 0.009 | NO |
| | | Afternoon | 0.599 | A | 0.601 | B | 0.002 | NO |
| | | Late Night | 0.386 | A | 0.415 | A | 0.029 | NO |
| 23. | Manchester Ave / I-5 Southbound Ramps & Katella Ave | Morning | 0.453 | A | 0.453 | A | 0.000 | NO |
| | | Afternoon | 0.609 | B | 0.611 | B | 0.002 | NO |
| | | Late Night | 0.389 | A | 0.401 | A | 0.012 | NO |
| 24. | Anaheim Way & Katella Ave | Morning | 0.421 | A | 0.424 | A | 0.003 | NO |
| | | Afternoon | 0.574 | A | 0.574 | A | 0.000 | NO |
| | | Late Night | 0.276 | A | 0.277 | A | 0.001 | NO |
| **No** | **Location** | **Peak Hour** | **Future without Project Conditions [b]** | | **Future with Project Conditions [b]** | | | |
| | | | **V/C Ratio** | **LOS** | **V/C Ratio** | **LOS** | **Change in V/C** | **Impact** |
| 6. | Harbor Blvd & I-5 Northbound Ramps | Morning | 0.553 | A | 0.554 | A | 0.001 | NO |
| | | Afternoon | 0.570 | A | 0.571 | A | 0.001 | NO |
| | | Late Night | 0.377 | A | 0.380 | A | 0.003 | NO |
| 7. | Harbor Blvd & I-5 Southbound Ramps | Morning | 0.380 | A | 0.381 | A | 0.001 | NO |
| | | Afternoon | 0.441 | A | 0.442 | A | 0.001 | NO |
| | | Late Night | 0.330 | A | 0.339 | A | 0.009 | NO |
| 10. | Harbor Blvd & Katella Ave | Morning | 0.717 | C | 0.726 | C | 0.009 | NO |
| | | Afternoon | 0.710 | C | 0.712 | C | 0.002 | NO |
| | | Late Night | 0.464 | A | 0.492 | A | 0.028 | NO |
| 23. | Manchester Ave / I-5 Southbound Ramps & Katella Ave | Morning | 0.553 | A | 0.553 | A | 0.000 | NO |
| | | Afternoon | 0.831 | D | 0.833 | D | 0.002 | NO |
| | | Late Night | 0.581 | A | 0.593 | A | 0.012 | NO |
| 24. | Anaheim Way & Katella Ave | Morning | 0.535 | A | 0.537 | A | 0.002 | NO |
| | | Afternoon | 0.818 | D | 0.819 | D | 0.001 | NO |
| | | Late Night | 0.421 | A | 0.422 | A | 0.001 | NO |

[a] From Table 11.
[b] From Table 13.

Table 32, *Orange County Transportation Authority Congestion Management Program Street Segment Levels of Service*, shows the street segment LOS and impact analysis under Existing with Project Conditions (Year 2017) and Future with Project Conditions (Year 2024) for the eight analyzed CMP locations. As shown in Table 32, all segments operate at LOS C or better, without

and with Project traffic, under Existing Conditions. All segments operate at LOS E or better, without and with Project traffic, under Future Conditions. Therefore, no street segments are deficient and no significant impacts would occur.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

## TABLE 32
## ORANGE COUNTY TRANSPORTATION AUTHORITY CONGESTION MANAGEMENT PROGRAM
## STREET SEGMENT PEAK HOUR LEVELS OF SERVICE

| No | Location | Type [a] | Capacity | Existing Conditions | | | Existing with Project Conditions | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Volume | V/C Ratio | LOS | Volume | V/C Ratio | LOS | Change in V/C | Significant Impact |
| 1. | Harbor Boulevard between Manchester Avenue and Disney Way | 6 D | 56,300 | 44,430 | 0.789 | C | 44,790 | 0.796 | C | 0.006 | NO |
| 2. | Harbor Boulevard between Disney Way and Katella Avenue | 6 D | 56,300 | 35,424 | 0.629 | B | 35,859 | 0.637 | B | 0.008 | NO |
| 3. | Harbor Boulevard between Katella Avenue and Convention Way | 6 D | 56,300 | 36,347 | 0.646 | B | 37,222 | 0.661 | B | 0.016 | NO |
| 12. | Katella Avenue between Hotel Way and Harbor Boulevard | 6 D | 56,300 | 37,007 | 0.657 | B | 37,147 | 0.660 | B | 0.002 | NO |
| 13. | Katella Avenue between Harbor Boulevard and Clementine Street | 6 D | 56,300 | 41,280 | 0.733 | C | 41,580 | 0.739 | C | 0.005 | NO |
| 14. | Katella Avenue between Clementine Street and Anaheim Boulevard / Haster Street | 6 D | 56,300 | 40,527 | 0.720 | C | 40,827 | 0.725 | C | 0.005 | NO |
| 15. | Katella Avenue between Anaheim Boulevard / Haster Street and Manchester Avenue / I-5 Southbound Ramps | 8 D | 75,000 | 40,806 | 0.544 | A | 41,006 | 0.547 | A | 0.003 | NO |
| 16. | Katella Avenue between Manchester Avenue / I-5 Southbound Ramps and Anaheim Way | 8 D | 75,000 | 41,625 | 0.555 | A | 41,750 | 0.557 | A | 0.002 | NO |
| **No** | **Location** | **Type [a]** | **Capacity** | **Future without Project Conditions** | | | **Future with Project Conditions** | | | | |
| | | | | **Volume** | **V/C Ratio** | **LOS** | **Volume** | **V/C Ratio** | **LOS** | **Change in V/C** | **Significant Impact** |
| 1. | Harbor Boulevard between Manchester Avenue and Disney Way | 6 D | 56,300 | 51,500 | 0.915 | E | 51,860 | 0.921 | E | 0.006 | NO |
| 2. | Harbor Boulevard between Disney Way and Katella Avenue | 6 D | 56,300 | 47,066 | 0.836 | D | 47,501 | 0.844 | D | 0.008 | NO |
| 3. | Harbor Boulevard between Katella Avenue and Convention Way | 6 D | 56,300 | 46,402 | 0.824 | D | 47,277 | 0.840 | D | 0.016 | NO |
| 12. | Katella Avenue between Hotel Way and Harbor Boulevard | 6 D | 56,300 | 46,019 | 0.817 | D | 46,159 | 0.820 | D | 0.002 | NO |
| 13. | Katella Avenue between Harbor Boulevard and Clementine Street | 6 D | 56,300 | 52,128 | 0.926 | E | 52,428 | 0.931 | E | 0.005 | NO |
| 14. | Katella Avenue between Clementine Street and Anaheim Boulevard / Haster Street | 6 D | 56,300 | 55,046 | 0.978 | E | 55,346 | 0.983 | E | 0.005 | NO |
| 15. | Katella Avenue between Anaheim Boulevard / Haster Street and Manchester Avenue / I-5 Southbound Ramps | 8 D | 75,000 | 56,171 | 0.749 | C | 56,371 | 0.752 | C | 0.003 | NO |
| 16. | Katella Avenue between Manchester Avenue / I-5 Southbound Ramps and Anaheim Way | 8 D | 75,000 | 60,685 | 0.809 | D | 60,810 | 0.811 | D | 0.002 | NO |

[a] Facility type indicates number of lanes and whether road is divided or undivided. #7, Manchester Avenue east of Anaheim Boulevard, is a one-way street.

**c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

The Proposed Project would not include any land uses that would change air traffic patterns or locations, nor would it increase the amount of air traffic. Fullerton Municipal Airport is the closest airport to the Project Site and is located approximately 5.15 miles northwest of the Project Site.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?**

The Toy Story Parking Lot is served by a single full-access driveway at the intersection of Harbor Boulevard and Convention Way. The Proposed Project would not involve any modifications to this driveway or surrounding streets. Guest access to and from the Toy Story Parking Lot would not change as a result of the Proposed Project.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**e) Result in inadequate emergency access?**

The Proposed Project would involve the expansion of an existing surface parking lot. The design of the parking lot has been reviewed by the Fire Department to ensure adequate emergency access. Furthermore, final construction drawings would be subject to review and approval in coordination with the Anaheim Police and Fire Departments to ensure that adequate access is provided and that the site plans would be subject to plan check prior to construction. Therefore, this coordination with City of Anaheim staff would ensure that the Proposed Project would not impact emergency access.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

The Proposed Project would be located near several public transit routes, including Orange County Transportation Authority (OCTA) and Anaheim Resort Transportation (ART) routes. The Proposed Project would not conflict with any policies, plans or programs regarding public transit, bicycle, or pedestrian facilities. All Proposed Project components would be internal to the Project Site and would not impact public transit, bicycle or pedestrian facilities.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**Conclusion**

Overall, the Proposed Project would be consistent with the project as analyzed in EIR 340. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the Proposed Project (1) would not propose substantial changes; (2) would not have circumstantial changes under which the project is undertaken; and (3) would bring about no new information of substantial importance that would (a) create new significant impacts, (b) increase the severity of previously examined effects, (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible, or (d) introduce mitigation measures that are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the traffic and circulation analysis provided in EIR 340.

**Mitigation**

The following mitigation measures from Updated and Modified Mitigation Monitoring Program No. 85C were adopted in connection with EIR 340. These measures also would be applicable to the Proposed Project, and are included in Mitigation Monitoring Plan No. 344. Due to the nature of the Proposed Project, the timing for implementation of certain measures has been modified. Deletions are shown in ~~strikethrough~~ and additions are shown in **bold**.

**MM 5.14-2** Prior to issuance of the first ~~building permit for each building~~ **grading permit**, the Property Owner/Developer shall pay the appropriate Traffic Signal Assessment Fees and Transportation Impact and Improvement Fees to the City of Anaheim in amounts determined by the City Council Resolution in effect at the time of issuance of the ~~building~~ **grading** permit with credit given for City-authorized improvements provided by the Property Owner/Developer. The property owner shall also participate in all applicable reimbursement or benefit districts, which have been established.

**MM 5.14-7** Ongoing during construction, if the Anaheim Police Department or the Anaheim Traffic Management Center (TMC) personnel are required to provide temporary traffic control services, the Property Owner/Developer shall reimburse the City, on a fair-share basis, if applicable, for reasonable costs associated with such services.

## 5.17 WATER

### 5.17.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

**Anaheim Resort Specific Plan EIR 340**

EIR 340 identified that buildout of the ARSP would exceed capacities of existing water facilities; however, this impact would be mitigated to less than significant level. Further, the projected water demand associated with buildout of the ARSP would be accommodated through existing and projected supplies. Implementation of MMs 5.15-1 through 5.15-8 would ensure water conservation measures would be incorporated into future development to ensure that water supplies remain reliable into the future.

## 5.17.2 PROJECT ENVIRONMENTAL REVIEW

**Would the Project:**

**a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**b) Have sufficient water supplies available to serve the Project (including large-scale developments as defined by Public Resources Code Section 21151.9 and described in Question No. 20 of the Environmental Information Form) from existing entitlements and resources, or are new or expanded entitlements needed?**

Due to the nature of the Proposed Project, the anticipated demand for water would be limited to irrigation uses for the landscaped areas. This demand would be substantially reduced when compared to what was analyzed for the Project Site in EIR 340 assuming development of the Project Site with hotel or other visitor-serving uses. Due to the reduced demand, no new significant impacts or substantially worse impacts beyond what was previously evaluated would occur related to water facilities or water supply.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**Conclusion**

Overall, the Proposed Project would be consistent with the project as analyzed in EIR 340. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the Proposed Project (1) would not propose substantial changes; (2) would not have circumstantial changes under which the project is undertaken; and (3) would bring about no new information of substantial importance that would (a) create new significant impacts, (b) increase the severity of previously examined effects, (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible, or (d) introduce mitigation measures that are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the water facilities or water supply analysis provided in EIR 340.

**Mitigation**

The following mitigation measures from Updated and Modified Mitigation Monitoring Program No. 85C were adopted in connection with EIR 340. These measures also would be applicable to the Proposed Project, and are included in Mitigation Monitoring Plan No. 344. Due to the nature of the Proposed Project, the timing for implementation of certain measures has been modified. Deletions are shown in ~~strikethrough~~ and additions are shown in **bold**.

**MM 5.15-1** Prior to issuance of each ~~building~~ **grading** permit (to be implemented prior to final building and zoning inspections, and continuing on an on-going basis during Project operation), the property owner/ developer shall submit to the Public Utilities Department plans for review and approval which shall ensure that water conservation measures are incorporated. The water conservation measures to be

shown on the plans and implemented by the Property Owner/Developer, to the extent applicable include, but are not limited to, the following:

a. Use of low-flow sprinkler heads in irrigation systems.

b. Use of waterway recirculation systems.

c. Low-flow fittings, fixtures, and equipment, including low flush toilets and urinals.

d. Use of self-closing valves on drinking valves.

e. Use of efficient irrigation systems such as drip irrigation and automatic systems which use moisture sensors.

~~f. Use of low-flow shower heads in hotels.~~

~~g. Water efficient ice machines, dishwashers, clothes washers and other water using appliances.~~

h. Use of irrigation systems primarily at night when evaporation rates are lowest.

i. Provide information to the public in conspicuous places regarding water conservation.

j. Use of water conserving landscape plant materials wherever feasible.

**MM 5.15-2** Prior to issuance of each ~~building~~ **grading** permit, all water supply planning for the Project will be closely coordinated with, and be subject to the review and final approval of, the Public Utilities Department, Water Engineering Division and Fire Department.

**MM 5.15-3** Prior to issuance of each ~~building~~ **grading** permit, water pressure greater than 80 pounds per square inch (psi) shall be reduced to 80 psi or less by means of pressure reducing valves installed at the Property Owner/Developer's service.

**MM 5.15-4** Prior to ~~the issuance of each building permit~~ **approval of the final site plan**, the Property Owner/Developer shall submit a landscape and irrigation plan which shall be prepared and certified by a licensed landscape architect. The irrigation plan shall specify methods for monitoring the irrigation system. The system shall ensure that irrigation rates do not exceed the infiltration of local soils, that the application of fertilizers and pesticides do not exceed appropriate levels of frequencies, and that surface runoff and overwatering is minimized. The landscaping and irrigation plans shall include water-conserving features such as low flow irrigation heads, automatic irrigation scheduling equipment, flow sensing controls, rain sensors, soil moisture sensors, and other water-conserving equipment. The landscaping and irrigation plans shall indicate that separate irrigation lines for recycled water shall be constructed and recycled water will be used when it becomes available. All irrigation systems shall be designed so that they will function properly with recycled water.

**MM 5.15-5** Prior to approval of the Final Site Plan ~~and building permits~~, plans shall specifically show that the water meter and backflow equipment and any other large water system equipment will be installed to the satisfaction of the Public Utilities Department, Water Engineering Division, aboveground and behind the building setback line in a manner fully screened from all public streets and alleys and in accordance with Ordinance No. 4156. Prior to the final building and zoning inspections, the water meter and backflow equipment and any other large water

system equipment shall be installed to the satisfaction of the Public Utilities Department, Water Engineering Division, in accordance with the Final Site Plan ~~and the building permit plans~~.

**MM 5.15-6** Prior to issuance of each ~~building~~ **grading** permit, unless records indicate previous payment, the appropriate fees for Primary Mains, Secondary Mains and Fire Protection Service shall be paid to the Public Utilities Department, Water Engineering Division in accordance with Rule 15A, and Rule 20 of the Public Utilities Department Water Rates, Rules and Regulations.

**MM 5.15-7** Prior to final building and zoning inspections, a separate water meter shall be installed for landscape water on all Projects where the landscape area exceeds the square footage specified in the Guidelines for Implementation of the City of Anaheim Landscape Water Efficiency Ordinance for projects that are subject to the Anaheim Municipal Code, Chapter 10.19.

**MM 5.15-8** Prior to the issuance of the first ~~building permit or~~ grading permit, ~~whichever occurs first,~~ the Property Owner/Developer shall comply with Rule 15E of the Public Utilities Department Water Rates, Rules, and Regulations. Rule 15E shall be amended to include:

a. Construction of a new well with a minimum 1,500 GPM capacity to serve The Anaheim Resort Area (tentative location near Ponderosa Park and Orangewood Avenue); and

b. Construction of a new 16-inch water main along Harbor Boulevard from Orangewood to Chapman Avenue.

## 5.18 SEWER

### 5.18.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

**Anaheim Resort Specific Plan EIR 340**

According to EIR 340, the wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board (RWQCB) would not be exceeded by buildout of the ARSP. EIR 340 identified that buildout of the ARSP would increase sewage flows in existing sewer lines and trunks serving the area, resulting in several sewer lines becoming deficient; however, this impact would be mitigated to a less than significant level through implementation of MM 5.16-1. Additionally, it was determined that build out of the ARSP evaluated in EIR 340 would increase sewage flows by approximately 323,656 gallons per day (gpd) in the PR District and 2.1 million gallons per day (mgd) in the C-R District and that these increases in sewage flow would be accommodated by available capacity at Orange County Sanitation District (OCSD) Treatment Plant No. 1.

### 5.18.2 PROJECT ENVIRONMENTAL REVIEW

**Would the Project:**

**a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

**b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has inadequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?**

Due to the nature of the Proposed Project involving expansion of the existing Toy Story Parking Lot, there would be no need for new connections to the City's wastewater system and no increase in wastewater generation would occur. Therefore, wastewater volumes would be substantially reduced when compared to what was analyzed for the Project Site in EIR 340. Due to the reduced generation, no new significant impacts or substantially worse impacts beyond what was previously evaluated would occur related to wastewater facilities.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

## Conclusion

Overall, the Proposed Project would be consistent with the project as analyzed in EIR 340. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the Proposed Project (1) would not propose substantial changes; (2) would not have circumstantial changes under which the project is undertaken; and (3) would bring about no new information of substantial importance that would (a) create new significant impacts, (b) increase the severity of previously examined effects, (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible, or (d) introduce mitigation measures that are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the sewer analysis provided in EIR 340.

## Mitigation

The following mitigation measures from Updated and Modified Mitigation Monitoring Program No. 85C were adopted in connection with EIR 340. These measures also would be applicable to the Proposed Project, and are included in Mitigation Monitoring Plan No. 344. Due to the nature of the Proposed Project, the timing for implementation of certain measures has been modified. Deletions are shown in ~~strikethrough~~ and additions are shown in **bold**.

**MM 5.16-1** Prior to approval of a final subdivision map or issuance of a grading or building permit, whichever occurs first, the Property Owner/Developer shall participate in the City's Master Plan of Sewers and related Infrastructure Improvement (Fee) Program to assist in mitigating existing and future sanitary sewer system deficiencies as follows:

The Property Owner/Developer shall submit a report for review and approval of the City Engineer to assist in determining the following:

a. If the development/redevelopment (1) does not discharge into a sewer system that is currently deficient or will become deficient because of that discharge and/or (2) does not increase flows or change points of discharge, then the

property owner's/developer's responsibility shall be limited to participation in the Infrastructure Improvement (Fee) Program.

b. If the development/redevelopment (1) discharges into a sewer system that is currently deficient or will become deficient because of that discharge and/or (2) increases flows or changes points of discharge, then the Property Owner/Developer shall be required to guarantee mitigation to the satisfaction of the City Engineer and the City Attorney of the impact prior to approval of a final subdivision map or issuance of a grading or building permit whichever occurs first, pursuant to the improvements identified in the South Central Area Sewer Deficiency Study. The Property Owner/Developer shall be required to install the sanitary sewer facilities, as recommended by the South Central Area Sewer Deficiency Study, prior to acceptance for maintenance of public improvements by the City or final building and zoning inspections for the building/structure, whichever comes first. Additionally, the Property Owner/Developer shall participate in the Infrastructure Improvement (Fee) Program, as determined by the City Engineer, which may include fees, credits, reimbursements, or a combination thereof. As part of guaranteeing the mitigation of impacts for the sanitary sewer system, the Property Owner/Developer shall submit a sanitary sewer system improvement phasing plan for the Project to the City Engineer for review and approval which shall contain, at a minimum, (1) a layout of the complete system, (2) all facility sizes, including support calculations, (3) construction phasing, and (4) construction estimates.

The study shall determine the impact of the Project sewer flows for total buildout of the Project and identify local deficiencies for each Project component (i.e., each hotel).

**MM 5.8-6** Prior to ~~approval~~ **issuance** of ~~building permits~~ **the final site plan**, the Property Owner/Developer shall provide written evidence that all storm drain, sewer, and street improvement plans shall be designed and constructed to the satisfaction of the City Engineer.

## 5.19 ELECTRICITY

### 5.19.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

**Anaheim Resort Specific Plan EIR 340**

According to EIR 340, buildout of the ARSP area would result in an increased demand for electricity. Compliance with the standard requirements and implementation of MMs 5.17-1 through 5.17-4 would reduce anticipated demand through conservation efforts. It is expected that the existing electrical distribution system and future planned improvements would adequately accommodate the anticipated demand, thus resulting in a less than significant impact with mitigation.

## 5.19.2 PROJECT ENVIRONMENTAL REVIEW

**Would the Project:**

**a) Result in a need for new systems or supplies, or substantial alterations related to electricity?**

As discussed previously, EIR 340 assumed development of the Project Site with hotel or other visitor-serving uses. Development of the Project Site to expand the Toy Story Parking Lot would have a demand for electricity for proposed on-site uses, including light standards and irrigation systems. However, the anticipated demand for the Toy Story Parking Lot would be nominal in comparison to the anticipated electrical demand associated with hotel or other visitor-serving uses, as evaluated in EIR 340. Further, the Project Site is currently served by an existing electrical distribution system and necessary modifications to the system would be implemented as part of the Proposed Project. No new impacts would occur beyond what was previously evaluated in EIR 340.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**Conclusion**

Overall, the Proposed Project would be consistent with the project as analyzed in EIR 340. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the Proposed Project (1) would not propose substantial changes; (2) would not have circumstantial changes under which the project is undertaken; and (3) would bring about no new information of substantial importance that would (a) create new significant impacts, (b) increase the severity of previously examined effects, (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible, or (d) introduce mitigation measures that are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the electricity analysis provided in EIR 340.

**Mitigation**

The following mitigation measures from Updated and Modified Mitigation Monitoring Program No. 85C were adopted in connection with EIR 340. These measures also would be applicable to the Proposed Project, and are included in Mitigation Monitoring Plan No. 344. Due to the nature of the Proposed Project, the timing for implementation of certain measures has been modified. Deletions are shown in ~~strikethrough~~ and additions are shown in **bold**.

**MM 5.17-1** Prior to issuance of each ~~building permit~~ **grading permit**, the Property Owner/Developer shall consult with the City of Anaheim Public Utilities Department, Business and Community Programs Division in order to review energy efficient measures to incorporate into the Project design. Prior to the final ~~building and~~ zoning inspection, the property owner developer shall implement these energy efficient measures which may include the following:

~~a. High-efficiency air-conditioning systems with EMS (computer) control~~

~~b. Variable air volume (VAV) distribution~~

~~c. Outside air (100%) economizer cycle~~

~~d. Staged compressors or variable speed drives to flow varying thermal loads~~

~~e. Isolated HVAC zone control by floors/separable activity areas~~

~~f. Specification of premium-efficiency electric motors (i.e., compressor motors, air-handling units, and fan-coil units)~~

~~g. Use of occupancy sensors in appropriate spaces~~

~~h. Use of compact fluorescent lamps~~

~~i. Use of cold cathode fluorescent lamps~~

j. Use of light emitting diode (LED) or equivalent energy-efficient lighting for outdoor lighting

k. Use of Energy Star® exit lighting or exit signage

l. Use of T-8 lamps and electronic ballasts where applications of standard fluorescent fixtures are identified

m. Use of lighting power controllers in association with metal-halide or high-pressure sodium (high intensity discharge) lamps for outdoor lighting and parking lots

~~n. Consideration of thermal energy storage air-conditioning for spaces or facilities that may require air-conditioning during summer, day-peak periods.~~

~~o. For swimming pools and spas, incorporate solar heating, automatic covers, and efficient pumps and motors, as feasible.~~

~~p. Consideration for participation in Advantage Services Programs such as:~~

~~a. New construction design review, in which the City cost-shares engineering for up to $10,000 for design of energy efficient buildings and systems~~

~~b. New Construction – cash incentives ($300 to $400 per kW reduction in load) for efficiency that exceeds Title 24 requirements~~

~~c. Green Building Program – offers accelerated plan approval, financial incentives, waived plan check fees and free technical assistance.~~

**MM 5.17-2** Prior to final building and zoning inspection, the Property Owner/Developer shall install an underground electrical service from the Public Utilities Distribution System. The Underground Service will be installed in accordance with the Electric Rules, Rates, Regulations and Electrical Specifications for Underground Systems. Electrical Service Fees and other applicable fees will be assessed in accordance with the Electric Rules, Rates, Regulations and Electrical Specifications for Underground Systems.

**MM 5.17-4** Prior to approval of a Final Site Plan, the Property Owner/Developer shall coordinate with the Public Utilities Department to incorporate feasible renewable energy generation measures into the Project. These measures may include but not be limited to use of solar and small wind turbine sources on new and existing facilities and the use of solar powered lighting in parking areas.

## 5.20 STORM WATER

### 5.20.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

**Anaheim Resort Specific Plan EIR 340**

According to EIR 340, buildout of the ARSP has the potential to worsen several existing deficiencies in the City's storm drain system. However, participation in the City's Master Plan of Storm Drains and related Infrastructure Improvement (Fee) Program would assist in mitigating existing and future storm drainage system deficiencies. Additionally, implementation of MMs 3.10.8-1 through 3.10.8-3 would ensure that impacts to regional flood control facilities associated with buildout of the ARSP would be reduced to less than significant levels.

As discussed in EIR 340, although all new growth within the ARSP area would occur in compliance with identified mitigation, the City has no control over the growth and storm water contributions of areas outside of its jurisdiction. It was determined that any addition of storm water to the regional storm water system may be cumulatively considerable when combined with potential storm water flow increases from surrounding jurisdictions and the potential cumulative impact could be significant and unavoidable if development in the surrounding jurisdictions occurs without upgrades to the storm water infrastructure. The Anaheim City Council adopted a Statement of Overriding Considerations with regard to this potential impact.

### 5.20.2 PROJECT ENVIRONMENTAL REVIEW

**Would the Project:**

**a) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

As discussed previously in Section 5.9, Hydrology and Water Quality, storm water flow associated with the proposed expansion area would be retained on-site in the existing detention basin, where according to the WQMP, the full design capture volume of storm water would be infiltrated on-site. As discussed in Section 4.0, Project Description, the Project Site is located on the existing detention basin. The detention basin would be paved using a porous asphalt, which would allow for percolation of storm water into the ground surface.

Consistent with existing conditions, outflow from the detention basin would continue to be metered by the 24-inch diameter outlet, which connects to the existing MS4 system in Orangewood Avenue. The MS4 system in Orangewood Avenue flows west to Harbor Boulevard. From here, storm flow enters the Anaheim Barber City Channel, which connects to the Bolsa Chica Channel and drains to Sunset-Huntington Harbor through the Anaheim Bay and to the Pacific Ocean.

Therefore, the proposed storm drain system would enable the site to contain runoff and would not exceed the capacity of the local or regional storm drain systems.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

## Conclusion

Overall, the Proposed Project would be consistent with the project as analyzed in EIR 340. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the Proposed Project (1) would not propose substantial changes; (2) would not have circumstantial changes under which the project is undertaken; and (3) would bring about no new information of substantial importance that would (a) create new significant impacts, (b) increase the severity of previously examined effects, (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible, or (d) introduce mitigation measures that are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the storm water analysis provided in EIR 340.

## Mitigation

The following mitigation measures from Updated and Modified Mitigation Monitoring Program No. 85C were adopted in connection with EIR 340. These measures also would be applicable to the Proposed Project, and are included in Mitigation Monitoring Plan No. 344. Due to the nature of the Proposed Project, the timing for implementation of certain measures has been modified. Deletions are shown in ~~strikethrough~~ and additions are shown in **bold**.

**MM 5.18-1** Prior to approval of a final subdivision map, or issuance of a grading or building permit, whichever occurs first, the Property Owner/Developer shall participate in the City's Master Plan of Storm Drains and related Infrastructure Improvement (Fee) Program to assist in mitigating existing and future storm drainage system deficiencies as follows:

The Property Owner/Developer shall submit a report for review and approval by the City Engineer to assist with determining the following:

a. If the specific development/redevelopment does not increase or redirect current or historic storm water quantities/flows, then the Property Owner/Developer's responsibility shall be limited to participation in the Infrastructure Improvement (Fee) Program to provide storm drainage facilities in 10- and 25-year storm frequencies and to protect properties/structures for a 100-year storm frequency.

b. If the specific development/redevelopment increases or redirects the current or historic storm water quantity/flow, then the Property Owner/Developer shall be required to guarantee mitigation to the satisfaction of the City Engineer and City Attorney's office of the impact prior to approval of a final subdivision map or issuance of a grading or building permit, whichever occurs first, pursuant to the improvements identified in the Master Plan of Drainage for the South Central Area. The Property Owner/Developer shall be required to install the storm drainage facilities as recommended by the Master Plan of Drainage for the South Central Area to provide storm drainage facilities for 10- and 25-year storm frequencies and to protect properties/structures for a 100-year storm frequency prior to acceptance for maintenance of public improvements by the City or final building and zoning inspection for the building/structure, whichever occurs first. Additionally, the Property Owner/Developer shall participate in the Infrastructure Improvement (Fee) Program as determined by the City Engineer which could include fees, credits, reimbursements, or a combination thereof. As part of guaranteeing the mitigation of impacts on the storm drainage system, a storm drainage system improvement phasing plan for the Project shall be

submitted by the Property Owner/Developer to the City Engineer for review and approval and shall contain, at a minimum, (1) a layout of the complete system; (2) all facility sizes, including support calculations; (3) construction phasing; and, (4) construction estimates.

**MM 5.18-3** Prior to the ~~issuance of building permits~~ **approval of the final site plan**, ~~the City shall require that building~~ **the site** plan~~s~~ **shall** indicate that new developments will minimize storm water and urban runoff into drainage facilities by incorporating design features such as detention basins, on-site water features, and other strategies.

## 5.21 PUBLIC UTILITIES

### 5.21.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

**Anaheim Resort Specific Plan EIR 340**

***Natural Gas***

According to EIR 340, Southern California Gas Company (SCGC) indicated that natural gas service to the ARSP can be provided from an existing gas main that is accessible from various locations in the ARSP area. The service would be provided in accordance with the SCGC's policies and extension rules on file with the California Public Utilities Commission. Therefore, the ARSP would be served by existing facilities, and no new systems or substantial alterations would be required.

***Solid Waste***

Buildout of the ARSP would generate an estimated 109,514 pounds of solid waste per day or approximately 19,986 tons of solid waste annually. Buildout of the ARSP would add approximately 19,986 tons of solid waste annually to existing solid waste facilities and capacity, which would impact the landfill system. However, the buildout of the ARSP could be accommodated within the permitted capacity of the County's landfill capacity. In addition, once the Alpha Olinda Landfill closes in 2021, capacity would exist for buildout of the ARSP in the Frank R. Bowerman Landfill. No significant impacts would occur, and no mitigation is required; however, implementation of MMs 5.19-1 through 5.19-5 would further ensure that adequate solid waste services are provided and that solid waste generation would be minimized.

***Telephone and Cable Television***

AT&T would serve the ARSP area. According to EIR 340, it was determined that AT&T can provide telephone, digital cable, and high-speed internet services and that the ARSP area can be served by Time Warner Cable with the existing cable resources available to the site. The infrastructure capacity for telephone service typically expands with new development. Facilities needed to connect the Proposed Project to the existing telephone system may include new conduit, fiber and copper facilities. These improvements would be implemented in accordance with applicable State and local regulations. According to EIR 340, the impact related to additional demand for telephone service would be less than significant.

### 5.21.2 PROJECT ENVIRONMENTAL REVIEW

**Would the Project:**

**a) Result in a need for new systems or supplies, or substantial alterations related to natural gas?**

**b) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?**

**c) Comply with Federal, State, and local statutes and regulations related to solid waste?**

**d) Result in a need for new systems or supplies, or substantial alterations related to telephone service?**

**e) Result in a need for new systems or supplies, or substantial alterations related to television service/reception?**

The Proposed Project would involve expansion of the existing Toy Story Parking Lot. Due to the nature of the Proposed Project, there would be no new demand for natural gas, telephone services, and television service/reception and the increased demand for solid waste disposal would be nominal. Additionally, as previously discussed, EIR 340 assumed the development of the Project Site with hotel uses; therefore, the Proposed Project would result in a greatly reduced demand for these services and utility systems when compared to what was evaluated in EIR 340.

The impacts identified for the Proposed Project would not be greater than what was identified in EIR 340 for the Project Site; therefore, the Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

**Conclusion**

Overall, the Proposed Project would be consistent with the project as analyzed in EIR 340. The Proposed Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the Proposed Project (1) would not propose substantial changes; (2) would not have circumstantial changes under which the project is undertaken; and (3) would bring about no new information of substantial importance that would (a) create new significant impacts, (b) increase the severity of previously examined effects, (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible, or (d) introduce mitigation measures that are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the public utilities analysis provided in EIR 340.

**Mitigation**

The following mitigation measures from Updated and Modified Mitigation Monitoring Program No. 85C were adopted in connection with EIR 340. These measures also would be applicable to the Proposed Project, and are included in Mitigation Monitoring Plan No. 344. Due to the nature of the Proposed Project, the timing for implementation of certain measures has been modified. Deletions are shown in ~~strikethrough~~ and additions are shown in **bold**.

**MM 5.19-1** Prior to issuance of each ~~building~~ **grading** permit; to be implemented prior to final ~~building and~~ zoning Inspection, the Property Owner/Developer shall submit Project plans to the Public Works Department for review and approval to ensure that the plans comply with AB 939, the Solid Waste Reduction Act of 1989, as administered by the City of Anaheim and the County of Orange and City of Anaheim Integrated Waste Management Plans. Prior to final ~~building and~~ zoning inspection, implementation of said plan shall commence and shall remain in full effect. Waste management mitigation measures that shall be taken to reduce solid waste generation include, but are not limited to:

a. Detailing the location and design of on-site recycling facilities.

b. Providing on-site recycling receptacles to encourage recycling.

c. Complying with all Federal, State and City regulation for hazardous material disposal.

d. Participating in the City of Anaheim's "Recycle Anaheim" program or other substitute program as may be developed by the City.

In order to meet the requirements of the Solid Waste Reduction Act of 1989 (AB 939), the Property Owner/Developer shall implement numerous solid waste reduction programs, as required by the Public Works Department, including, but not limited to:

a. Facilitating recycling by providing chutes or convenient locations for sorting and recycling bins.

b. Facilitating cardboard recycling (especially in retail areas) by providing adequate space and centralized locations for collection and storing.

c. Facilitating glass recycling (especially from restaurants) by providing adequate space for sorting and storing.

d. Providing trash compactors for non-recyclable materials whenever feasible to reduce the total volume of solid waste and the number of trips required for collection.

e. Prohibiting curbside pick-up.

**MM 5.19-2** Ongoing during Project operation, the following practices shall be implemented, as feasible, by the Property Owner/Developer:

a. Usage of recycled paper products for stationary, letterhead, and packaging.

b. Recovery of materials such as aluminum and cardboard.

c. Collection of office paper for recycling.

d. Collection of polystyrene (foam) cups for recycling.

e. Collection of glass, plastics, kitchen grease, laser printer toner cartridges, oil, batteries, and scrap metal for recycling or recovery.

**MM 5.19-3** Prior to issuance of ~~building~~ **grading** permits, plans shall show that trash storage areas shall be provided and maintained in a location acceptable to the City of Anaheim Department of Public Works, Operations Division. On an ongoing basis, trash storage areas shall be provided and maintained in accordance with approved plans on file with said Department.

**MM 5.19-4** Prior to issuance of each ~~building~~ **grading** permit, the Property Owner/Developer shall demonstrate that the plans include provisions for the installation of trash and recycle receptacles near all benches and near high traffic areas such as plazas, transit stops and retail and dining establishments.

**MM 5.19-5** Prior to issuance of each grading ~~and building~~ permit, the Property Owner/Developer shall submit to the Planning Director or Planning Services Manager for approval a Construction Waste Management Plan that, at a minimum, specifies that at least 75 percent of non-hazardous construction and demolition debris shall be recycled or salvaged and identifies the materials to be diverted from disposal and whether the materials will be sorted on site or co-mingled.

# SECTION 6.0 SUMMARY OF FINDINGS

As demonstrated in this Addendum, the Proposed 2017 Toy Story Parking Lot Expansion Project would not result in new significant impacts, nor would it substantially increase the severity of impacts evaluated and determined for buildout of the ARSP in EIR 340. Because the Proposed Project would not meet any of the criteria identified in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent or supplemental EIR, an Addendum to EIR 340 is the appropriate document type for the Proposed Project.

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# SECTION 7.0 MITIGATION MONITORING PLAN NO. 344

As discussed previously, the Updated and Modified Mitigation Monitoring Program No. 85C was prepared for EIR 340 to identify required mitigation measures intended to mitigate potential impacts associated with buildout of the ARSP. This section presents those mitigation measures from the Updated and Modified Mitigation Monitoring Program No. 85C that would be applicable to the Proposed 2017 Toy Story Parking Lot Expansion Project as Mitigation Monitoring Plan No. 344.

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**ADDENDUM TO SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT NO. 340**
**2017 TOY STORY PARKING LOT EXPANSION PROJECT**
**MITIGATION MONITORING PLAN NO. 344**

## Terms and Definitions

1. **Property Owner/Developer –** The owner or developer of real property for the 2017 Toy Story Parking Lot Expansion Project Site.
2. **Environmental Equivalent/Timing –** Any mitigation measure and timing thereof, subject to the approval of the City, which will have the same or superior result and will have the same or superior effect on the environment. The Planning Department, in conjunction with any appropriate agencies or City departments, shall determine the adequacy of any proposed "environmental equivalent timing" and, if determined necessary, may refer said determination to the Planning Commission. Any costs associated with information required in order to make a determination of environmental equivalency/timing shall be borne by the Property Owner/Developer. Staff time for reviews will be charged on a time and materials basis at the rate in the City's adopted Fee Schedule.
3. **Timing –** This is the point where a mitigation measure must be monitored for compliance. In the case where multiple action items are indicated, it is the first point where compliance associated with the mitigation measure must be monitored. Once the initial action item has been complied with, no additional monitoring pursuant to the Mitigation Monitoring Plan will occur, as routine City practices and procedures will ensure that the intent of the measure has been complied with. For example, if the timing is "to be shown on approved building plans" subsequent to issuance of the building permit consistent with the approved plans will be final building and zoning inspections pursuant to the building permit to ensure compliance.
4. **Responsibility for Monitoring –** Shall mean that compliance with the subject mitigation measure(s) shall be reviewed and determined adequate by all departments listed for each mitigation measure. Outside public agency review is limited to those public agencies specified in the Mitigation Monitoring Plan which have permit authority in conjunction with the mitigation measure.
5. **Ongoing Mitigation Measures –** The mitigation measures that are designated to occur on an ongoing basis as part of this Mitigation Monitoring Plan will be monitored in the form of an annual letter from the Property Owner/Developer in January of each year demonstrating how compliance with the subject measure(s) has been achieved. When compliance with a measure has been demonstrated for a period of one year, monitoring of the measure will be deemed to be satisfied and no further monitoring will occur. For measures that are to be monitored "Ongoing During Construction," the annual letter will review those measures only while construction is occurring; monitoring will be discontinued after construction is complete. A final annual letter will be provided at the close of construction.
6. **Building Permit –** For purposes of this Mitigation Monitoring Plan, a building permit shall be defined as any permit issued for construction of a new building or structural expansion or modification of any existing building, but shall not include any permits required for interior tenant improvements or minor additions to an existing structure or building.

## 2017 TOY STORY PARKING LOT EXPANSION PROJECT

| Mitigation Measure Number | Timing | Measure | Responsible for Monitoring | Completion |
|---|---|---|---|---|
| **AESTHETICS** | | | | |
| MM 5.1-3 | Ongoing | Ongoing, the Property Owner/Developer shall be responsible for the removal of any on-site graffiti within 24 hours of its application. | Planning Department, Planning Division | |
| MM 5.1-4 | Prior to Final Site Plan approval | Prior to Final Site Plan approval, the location and configuration of all lighting fixtures including ground-mounted lighting fixtures utilized to accent buildings, landscape elements, or to illuminate pedestrian areas shall be shown on all Final Site Plans. All proposed surface parking area lighting fixtures shall be down-lighted with a maximum height of 12 feet adjacent to any residential properties. All lighting fixtures shall be shielded to direct lighting toward the area to be illuminated and away from adjacent residential property lines.<br><br>The Final Site Plan submitted by the Property Owner/Developer proposes lighting fixtures that are located over 120 feet from the residences to the south and over 150 feet from the residences to the east. Due to the distance between the fixtures and the residences, these fixtures are not be required to be a maximum height of 12 feet. Prior to operation of the expansion area of the Toy Story Parking Lot, the Property Owner/Developer shall demonstrate that all lighting fixtures have been shielded to direct lighting toward the area to be illuminated and away from adjacent residential property lines. | Planning Department, Planning Division | |
| MM 5.1-7 | Prior to final building and zoning inspections | Prior to final building and zoning inspections, the Property Owner/Developer shall submit to the Planning and Building Department a letter from a licensed landscape architect certifying that all landscaping and irrigation systems have been installed in accordance with landscaping plans approved in connection with the Final Site Plan. | Planning Department, Planning Division; Public Utilities Department, Water Engineering Division | |
| MM 5.1-8 | Ongoing | Ongoing, all on-site non-Public Realm landscaping and irrigation systems, and Public Realm landscaping and irrigation systems, within area in which dedication has not been accepted by the City, shall be maintained by the Property Owner/Developer, in compliance with City standards. | Planning Department, Planning Division; Public Utilities Department, Water Engineering Division | |
| MM 5.1-10 | Ongoing | Ongoing, a licensed arborist shall be hired by the Property Owner/Developer to be responsible for all tree trimming. | Planning Department, Planning Division | |
| **AIR QUALITY** | | | | |
| MM 5.2-3 | Ongoing during construction | Prior to issuance of any grading, demolition or building permits, the Property Owner/Developer shall provide a note on the plans confirming that ongoing during construction, the Property Owner/Developer shall implement measures to reduce construction-related air quality impacts. These measures shall include, but are not limited to: | South Coast Air Quality Management District; Planning Department, Building Services Division; Public Works | |

## 2017 TOY STORY PARKING LOT EXPANSION PROJECT

| Mitigation Measure Number | Timing | Measure | Responsible for Monitoring | Completion |
|---|---|---|---|---|
| | | a. Normal wetting procedures (at least twice daily) or other dust palliative measures shall be followed during earth-moving operations to minimize fugitive dust emissions, in compliance with the City of Anaheim Municipal Code including application of chemical soil stabilizers to exposed soils after grading is completed and replacing ground cover in disturbed areas as quickly as practicable.<br>b. For Projects where there is excavation for subterranean facilities (such as parking) on-site haul roads shall be watered at least every two hours or the on-site haul roads shall be paved.<br>c. Enclosing, covering, watering twice daily, or applying approved soil binders, according to manufacturer's specification, to exposed piles.<br>d. Roadways adjacent to the Project shall be swept and cleared of any spilled export materials at least twice a day to assist in minimizing fugitive dust; and, haul routes shall be cleared as needed if spills of materials exported from the Project Site occur.<br>e. Where practicable, heavy duty construction equipment shall be kept onsite when not in operation to minimize exhaust emissions associated with vehicles repetitiously entering and exiting the Project Site.<br>f. Trucks importing or exporting soil material and/or debris shall be covered prior to entering public streets.<br>g. Taking preventive measures to ensure that trucks do not carry dirt on tires onto public streets, including treating onsite roads and staging areas.<br>h. Preventing trucks from idling for longer than 2 minutes.<br>i. Manually irrigate or activate irrigation systems necessary to water and maintain the vegetation as soon as planting is completed.<br>j. Reduce Traffic speeds on all unpaved road surfaces to 15 miles per hour or less.<br>k. Suspend all grading operations when wind speeds (as instantaneous gust) exceed 25 miles per hour and during first and second stage smog alerts.<br>l. Comply with SCAQMD Rule 402, which states that no dust impacts offsite are sufficient to be called a nuisance, and SCAQMD Rule 403, which restricts visible emissions from construction. | Department, Development Services Division | |

## 2017 TOY STORY PARKING LOT EXPANSION PROJECT

| Mitigation Measure Number | Timing | Measure | Responsible for Monitoring | Completion |
|---|---|---|---|---|
| | | m. Use low emission mobile construction equipment (e.g., tractors, scrapers, dozers, etc.) where practicable.<br>n. Utilize existing power sources (e.g., power poles) or clean-fuel generators rather than temporary power generators, where practicable.<br>o. Maintain construction equipment engines by keeping them properly tuned.<br>p. Use low sulfur fuel for equipment, to the extent practicable. | | |
| MM 5.2-4 | Prior to issuance of each grading permit (for Import/Export Plan) and prior to issuance of demolition permit (for Demolition Plan) | Prior to issuance of each grading permit (for Import/Export Plan) and prior to issuance of demolition permit (for Demolition Plan), the Property Owner/Developer shall submit Demolition and Import/Export plans. The plans shall include identification of offsite locations for materials export from the Project and options for disposal of excess material. These options may include recycling of materials onsite, sale to a soil broker or contractor, sale to a Project in the vicinity or transport to an environmentally cleared landfill, with attempts made to move it within Orange County. The Property Owner/Developer shall offer recyclable building materials, such as asphalt or concrete for sale or removal by private firms or public agencies for use in construction of other Projects, if not all can be reused on Project Site. | Public Works Department, Engineering Services | |
| MM 5.2-6 | Prior to final building and zoning inspection | Prior to final building and zoning inspection, the Property Owner/Developer shall implement, and demonstrate to the City, measures that are being taken to reduce operation-related air quality impacts. These measures may include, but are not limited to the following:<br>a. Use drought-resistant landscaping wherever feasible to reduce energy used in pumping and transporting water.<br>b. To the extent feasible, provide daycare opportunities for employees or participate in a joint development daycare center.<br>c. Install facilities for electric vehicle recharging, unless it is demonstrated that the technology for these facilities or availability of the equipment current at the time makes this installation infeasible. | Public Utilities Department | |
| **BIOLOGICAL RESOURCES** | | | | |
| MM 5.3-1 | Prior to the issuance of a demolition permit, grading permit, or building permit, whichever occurs first | Prior to the issuance of a demolition permit, grading permit, or building permit, whichever occurs first, a survey for active raptor nests shall be conducted by a qualified Biologist and submitted to the Planning Department 30 days prior to commencement of any demolition or construction activities during the raptor nesting season (February 1 to June 30) and within 500 feet of a fan palm, juniper, or canary island pine. Should an active nest be identified, restrictions defined by a qualified Biologist will be placed on construction activities in the vicinity of any active nest observed until the nest is no | Planning Department, Building Services Division | |

## 2017 TOY STORY PARKING LOT EXPANSION PROJECT

| Mitigation Measure Number | Timing | Measure | Responsible for Monitoring | Completion |
|---|---|---|---|---|
| | | longer active, as determined by a qualified Biologist. These restrictions may include a 300- to 500-foot buffer zone designated around a nest to allow construction to proceed while minimizing disturbance to the active nest. Once the nest is no longer active, construction can proceed within the buffer zone. | | |
| MM 5.3-2 | Prior to the issuance of a demolition permit, grading permit, or building permit, whichever occurs first | Prior to the issuance of a demolition permit, grading permit, or building permit, whichever occurs first, a letter detailing the proposed schedule for vegetation removal activities shall be submitted to the Planning Department, verifying that removal shall take place between August 1 and February 28 to avoid the bird nesting season. This would ensure that no active nests would be disturbed. If this is not feasible, then a qualified Biologist shall inspect any trees which would be impacted prior to demolition, grading or construction activities to ensure no nesting birds are present. If a nest is present, then appropriate minimization measures shall be developed by the Biologist. | Planning Department, Building Services Division | |
| **CULTURAL RESOURCES** | | | | |
| MM 5.4-1 | Prior to issuance of each grading permit | Prior to issuance of each grading permit, the Property Owner/Developer shall submit a letter identifying the certified archaeologist that has been hired to ensure that the following actions are implemented:<br>a. The archaeologist must be present at the pre-grading conference in order to establish procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of artifacts if potentially significant artifacts are uncovered. If artifacts are uncovered and determined to be significant, the archaeological observer shall determine appropriate actions in cooperation with the Property Owner/Developer for exploration and/or salvage.<br>b. Specimens that are collected prior to or during the grading process will be donated to an appropriate educational or research institution.<br>c. Any archaeological work at the site shall be conducted under the direction of the certified archaeologist. If any artifacts are discovered during grading operations when the archaeological monitor is not present, grading shall be diverted around the area until the monitor can survey the area.<br>d. A final report detailing the findings and disposition of the specimens shall be submitted to the City Engineer. Upon completion of the grading, the archaeologist shall notify the City as to when the final report will be submitted. | Public Works, Engineering Services; Planning Department, Planning Division | |

## 2017 TOY STORY PARKING LOT EXPANSION PROJECT

| Mitigation Measure Number | Timing | Measure | Responsible for Monitoring | Completion |
|---|---|---|---|---|
| MM 5.4-2 | Prior to issuance of each grading permit | Prior to issuance of each grading permit, the Property Owner/Developer shall submit a letter identifying the certified paleontologist that has been hired to ensure that the following actions are implemented:<br>a. The paleontologist must be present at the pre-grading conference in order to establish procedures to temporarily halt or redirect work to permit the sampling, identification, and evaluation of fossils if potentially significant paleontological resources are uncovered. If artifacts are uncovered and found to be significant, the paleontological observer shall determine appropriate actions in cooperation with the Property Owner/Developer for exploration and/or salvage.<br>b. Specimens that are collected prior to or during the grading process will be donated to an appropriate educational or research institution.<br>c. Any paleontological work at the site shall be conducted under the direction of the certified paleontologist. If any fossils are discovered during grading operations when the paleontological monitor is not present, grading shall be diverted around the area until the monitor can survey the area. | Public Works, Engineering Services; Planning Department, Planning Division | |
| **GEOLOGY AND SOILS** | | | | |
| MM 5.5-5 | Ongoing during grading activities | Grading plans shall note that ongoing during grading activities, the Property Owner/Developer shall implement standard practices for all applicable codes and ordinances to prevent erosion to the satisfaction of the Planning and Building Department, Building Services Division. | Planning and Building Department, Building Services Division | |
| MM 5.5-6 | Prior to issuance of grading permits | Prior to issuance of grading permits, the Property Owner/Developer shall submit to the Public Works Department, Development Services Division the geologic and geotechnical investigations in areas of potential seismic or geologic hazards and provide a note on plans that all grading operations will be conducted in conformance with the recommendations contained in the applicable geotechnical investigation. | Public Works Department, Development Services Division | |
| **HAZARDS AND HAZARDOUS MATERIALS** | | | | |
| MM 5.7-4 | Prior to issuance of the first grading or demolition permit, whichever occurs first | Prior to issuance of the first grading or demolition permit, whichever occurs first, the Property Owner/Developer shall submit a plan for review and approval of the Fire Department which details procedures that will be taken if previously unknown USTs, or other unknown hazardous material or waste, is discovered onsite. | OC Health Care Agency; Environmental Protection Section of the Fire Department | |

## 2017 TOY STORY PARKING LOT EXPANSION PROJECT

| Mitigation Measure Number | Timing | Measure | Responsible for Monitoring | Completion |
|---|---|---|---|---|
| MM 5.7-6 | Ongoing during Project construction | Ongoing during Project construction, in the event that hazardous waste, including asbestos, is discovered during site preparation or construction, the Property Owner/Developer shall ensure that the identified hazardous waste and/or hazardous material are handled and disposed of in the manner specified by the State of California Hazardous Substances Control Law (Health and Safety Code, Division 20, Chapter 6.5), and according to the requirements of the California Administrative Code, Title 30, Chapter 22. | OC Health Care Agency; Environmental Protection Section of the Fire Department; South Coast Air Quality Management District | |
| **HYDROLOGY AND WATER QUALITY** | | | | |
| MM 5.8-1 | Prior to issuance of the first grading permit | Prior to issuance of the first grading permit, the Property Owner/Developer shall submit a Master Drainage and Runoff Management Plan (MDRMP) for review and approval by the Public Works Department, Development Services Division. The Master Plan shall include, but not be limited to, the following items:<br>a. Backbone storm drain layout and pipe size, including supporting hydrology and hydraulic calculations for storms up to and including the 100-year storm; and,<br>b. A delineation of the improvements to be implemented for control of Project-generated drainage and runoff. | Public Works Department, Development Services Division and Orange County (OC) Public Works/OC Engineering Agency | |
| MM 5.8-2 | Prior to issuance of a grading permit for sites that disturb more than one (1) acre of soil | Prior to issuance of a grading permit for sites that disturb more than one (1) acre of soil, the Property Owner/Developer shall obtain coverage under the NPDES Statewide Industrial Storm water Permit for General Construction Activities from the State Water Resources Control Board. Evidence of attainment shall be submitted to the Planning and Building Department, Building Services Division. | Planning and Building Department, Building Services Division | |
| MM 5.8-3 | Ongoing during Project operations | Ongoing during Project operations, the Property Owner/Developer shall provide for the following: cleaning of all paved areas not maintained by the City of Anaheim on a monthly basis, including, but not limited to, private streets and parking lots. The use of water to clean streets, paved areas, parking lots, and other areas and flushing the debris and sediment down the storm drains shall be prohibited. | Public Works Department | |
| MM 5.8-4 | Prior to each final building and zoning inspection | Prior to each final building and zoning inspection, the Property Owner/Developer shall submit a letter from a licensed landscape architect to the City certifying that the landscape installation and irrigation systems have been installed as specified in the approved landscaping and irrigation plans. | Planning Department, Planning Services Division; Public Utilities Department | |
| MM 5.8-5 | Prior to final building and zoning inspection | Prior to final building and zoning inspection, the Property Owner/Developer shall install piping on-site with Project water mains so that reclaimed water may be used for landscape irrigation, if and when it becomes available. | Public Utilities Department | |

## 2017 TOY STORY PARKING LOT EXPANSION PROJECT

| Mitigation Measure Number | Timing | Measure | Responsible for Monitoring | Completion |
|---|---|---|---|---|
| MM 5.8-6 | Prior to issuance of grading permits | Prior to issuance of grading permits, the Property Owner/Developer shall provide written evidence that all storm drain, sewer, and street improvement plans shall be designed and constructed to the satisfaction of the City Engineer. | Planning Department, Building Services Division | |
| **NOISE** | | | | |
| 5.10-1 | Ongoing during construction | Ongoing during construction, the Property Owner/Developer shall ensure that all internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers. | Planning Department, Building Services Division | |
| 5.10-5 | Prior to issuance of each grading permit, a note shall be provided on plans indicating that during construction | Prior to issuance of each grading permit, a note shall be provided on plans indicating that during construction, the Property Owner/Developer shall install and maintain specially designed construction barriers at the Project perimeter areas. The construction sound barriers shall be a minimum height of 8 feet with a minimum surface weight of 1.25 pounds per square foot or a minimum Sound Transmission Class (STC) rating of 25. The structure shall be a continuous barrier. Gates and other entry doors shall be constructed with suitable mullions, astragals, seals, or other design techniques to minimize sound leakage when in the closed position. Access doors should be self-closing where feasible. Vision ports are permissible providing they are filled with an acceptable solid vision product. | Planning Department, Building Services Division | |
| 5.10-7 | Ongoing during construction and Project operation | Ongoing during construction and Project operation, sweeping operations in the parking facilities and private on-site roadways shall be performed utilizing sweeping/scrubbing equipment which operate at a level measured not greater than 60 dBA at the nearest adjacent property line. | Planning Department, Building Services Division | |
| 5.10-11 | Prior to issuance of each grading permit | Prior to issuance of each grading permit, a note shall be provided on plans indicating that there shall be no operation of large bulldozers or vibratory rollers within 25 feet of any existing residence. | Planning Department, Planning Services Division | |
| **PUBLIC SERVICES** | | | | |
| 5.12-1 | Prior to the approval of each Final Site Plan | Prior to the approval of each Final Site Plan, the Property Owner/Developer shall submit plans to the Police Department for review and approval for safety, accessibility, crime prevention, and security provisions during both the construction and operative phases for the purpose of incorporating safety measures in the Project design including the concept of crime prevention through environmental design (e.g., building design, circulation, site planning, and lighting of parking structures and parking areas). | Planning Department, Planning Services Division; Police Department | |
| 5.12-3 | Ongoing during Project operation | Ongoing during Project operation, the Property Owner/Developer shall provide private security on the premises to maintain adequate security for the entire Project subject to review and approval of the Police Department. The use of security patrols and electronic security devices (i.e., video monitors) should be considered to reduce the potential for criminal activity in the area. | Planning Department, Planning Services Division; Police Department | |

## 2017 TOY STORY PARKING LOT EXPANSION PROJECT

| Mitigation Measure Number | Timing | Measure | Responsible for Monitoring | Completion |
|---|---|---|---|---|
| 5.12-4 | Prior to issuance of each grading permit | Prior to issuance of each grading permit, the Project design shall include parking lots and parking structures with controlled access points to limit ingress and egress if determined to be necessary by the Police Department, and shall be subject to the review and approval of the Police Department. | Planning Department, Planning Division; Police Department | |
| 5.12-6 | Prior to issuance of each grading permit | Prior to issuance of each grading permit, the Property Owner/Developer shall submit an emergency fire access plan to the Fire Department for review and approval to ensure that service to the site is in accordance with Fire Department service requirements. | Planning Department, Planning Division; Fire Department | |
| 5.12-8 | Prior to issuance of each grading permit | Prior to issuance of each grading permit, plans shall be submitted to ensure that development is in accordance with the City of Anaheim Fire Department Standards, including:<br>a. Overhead clearance shall not be less than 14 feet for the full width of access roads.<br>b. Bridges and underground structures to be used for Fire Department access shall be designed to support Fire Department vehicles weighing 75,000 pounds.<br>c. Adequate off-site public fire hydrants contiguous to the Specific Plan area and onsite private fire hydrants shall be provided by the Property Owner/Developer. The precise number, types, and locations of the hydrants shall be determined during grading permit review. Hydrants are to be a maximum of 400 feet apart.<br>d. A minimum residual water pressure of 20 psi shall remain in the water system. Flow rates for public parking facilities shall be set at 1,000 to 1,500 gpm. | Planning Department, Planning Division; Fire Department | |
| 5.12-9 | Prior to issuance of the first grading permit | Prior to issuance of the first grading permit, the Property Owner/Developer shall enter into an agreement recorded against the property with the City of Anaheim to pay or cause to be paid their fair share of the funding to accommodate the following, which will serve the Anaheim Resort Specific Plan area:<br>a. One additional fire truck company.<br>b. One additional paramedic company.<br>c. Modifications to existing fire stations to accommodate the additional fire units, additional manpower, equipment and facilities.<br>d. A vehicle equipped with specialty tools and equipment to enable the Fire Department to provide heavy search and rescue response capability.<br>e. A medical triage vehicle/trailer, equipped with sufficient trauma dressings, medical supplies, stretchers, etc., to handle 1,000 injured persons, and an appropriate storage facility. | Planning Department, Planning Division; Fire Department | |

## 2017 TOY STORY PARKING LOT EXPANSION PROJECT

| Mitigation Measure Number | Timing | Measure | Responsible for Monitoring | Completion |
|---|---|---|---|---|
| | | The determination of the allocable share of costs attributable to the Property Owner/Developer shall be based on an apportionment of the costs of such equipment/facilities among property owners/developers in the Hotel Circle Specific Plan Area, the Disneyland Resort Specific Plan Area and the Anaheim Resort Specific Plan Area or the otherwise defined service area, as applicable, depending on the area served. (Note: To implement this mitigation measure, the City has adopted the Fire Protection Facilities and Paramedic Services Impact Fee Program. Compliance with this Program by the Property Owner/Developer (per Ordinance No. 5496 and Resolution No. 95R-73 dated May 16, 1995) shall satisfy the requirements of this Mitigation Measure, or the City may enter into alternative financing arrangements.) | | |
| 5.12-10 | Prior to each final building and zoning inspection | Prior to each final building and zoning inspection, the Property Owner/Developer shall place emergency telephone service numbers in prominent locations as approved by the Fire Department. | Planning Department, Planning Division; Fire Department | |
| 5.12-11 | Prior to issuance of each grading permit | Prior to issuance of each grading permit, the Property Owner/Developer shall submit a Construction Fire Protection Plan to the Fire Department for review and approval detailing accessibility of emergency fire equipment, fire hydrant location, and any other construction features required by the Fire Marshal. The Property Owner/Developer shall be responsible for securing facilities acceptable to the Fire Department and hydrants shall be operational with required fire flow. | Planning Department, Planning Division; Fire Department | |
| 5.12-12 | Prior to the approval of each Final Site Plan and prior to the issuance of each grading permit | Prior to the approval of each Final Site Plan and prior to the issuance of each grading permit, plans shall be reviewed and approved by the Fire Department as being in conformance with the Uniform Fire Code. | Planning Department, Planning Division; Fire Department | |
| 5.12-13 | Prior to the placement of building materials on a building site | Prior to the placement of building materials on a building site, an all-weather road shall be provided from the roadway system to and on the construction site and for fire hydrants at all times, as required by the Fire Department. Such routes shall be paved or, subject to the approval of the Fire Department, shall otherwise provide adequate emergency access. Every building constructed must be accessible to Fire Department apparatus. The width and radius of the driving surface must meet the requirements of Section 10.204 of the Uniform Fire Code, as adopted by the City of Anaheim. | Planning Department, Planning Division; Fire Department | |
| 5.12-14 | Prior to approval of the final site plan | Prior to approval of the final site plan, the Property Owner/Developer shall provide written evidence to the satisfaction of the Fire Department that all lockable pedestrian and/or vehicular access gates shall be equipped with “knox box” devices as required and approved by the Fire Department. | Planning Department, Planning Division; Fire Department | |

## 2017 TOY STORY PARKING LOT EXPANSION PROJECT

| Mitigation Measure Number | Timing | Measure | Responsible for Monitoring | Completion |
|---|---|---|---|---|
| 5.12-16 | Prior to approval of water improvement plans | Prior to approval of water improvement plans, the water supply system shall be designed by the Property Owner/Developer to provide sufficient fire flow pressure and storage for the proposed land use and fire protection services in accordance with Fire Department requirements. | Planning Department, Planning Division; Fire Department | |
| **TRANSPORTATION AND TRAFFIC** | | | | |
| 5.14-2 | Prior to issuance of the first grading permit | Prior to issuance of the first grading permit, the Property Owner/Developer shall pay the appropriate Traffic Signal Assessment Fees and Transportation Impact and Improvement Fees to the City of Anaheim in amounts determined by the City Council Resolution in effect at the time of issuance of the grading permit with credit given for City-authorized improvements provided by the Property Owner/Developer. The property owner shall also participate in all applicable reimbursement or benefit districts, which have been established. | Public Works Department, Transit Planning; Planning Department, Building Services Division | |
| 5.14-7 | Ongoing during construction | Ongoing during construction, if the Anaheim Police Department or the Anaheim Traffic Management Center (TMC) personnel are required to provide temporary traffic control services, the Property Owner/Developer shall reimburse the City, on a fair-share basis, if applicable, for reasonable costs associated with such services. | Police Department; Public Works Department, Transit Planning | |
| **WATER** | | | | |
| 5.15-1 | Prior to issuance of grading permits (to be implemented prior to final building and zoning inspections, and continuing on an on-going basis during Project operation) | Prior to issuance of each grading permit (to be implemented prior to final building and zoning inspections, and continuing on an on-going basis during Project operation), the property owner/ developer shall submit to the Public Utilities Department plans for review and approval which shall ensure that water conservation measures are incorporated. The water conservation measures to be shown on the plans and implemented by the Property Owner/Developer, to the extent applicable include, but are not limited to, the following:<br>a. Use of low-flow sprinkler heads in irrigation systems.<br>b. Use of waterway recirculation systems.<br>c. Use of efficient irrigation systems such as drip irrigation and automatic systems which use moisture sensors.<br>d. Use of irrigation systems primarily at night when evaporation rates are lowest.<br>e. Provide information to the public in conspicuous places regarding water conservation.<br>f. Use of water conserving landscape plant materials wherever feasible. | Public Utilities Department; Planning Department, Building Services Division | |

## 2017 TOY STORY PARKING LOT EXPANSION PROJECT

| Mitigation Measure Number | Timing | Measure | Responsible for Monitoring | Completion |
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| 5.15-2 | Prior to issuance of each grading permit | Prior to issuance of each grading permit, all water supply planning for the Project will be closely coordinated with, and be subject to the review and final approval of, the Public Utilities Department, Water Engineering Division and Fire Department. | Public Utilities Department, Water Engineering Division and Fire Department | |
| 5.15-3 | Prior to issuance of each grading permit | Prior to issuance of each grading permit, water pressure greater than 80 pounds per square inch (psi) shall be reduced to 80 psi or less by means of pressure reducing valves installed at the Property Owner/Developer's service. | Public Utilities Department, Water Engineering Division | |
| 5.15-4 | Prior to approval of the final site plan | Prior to approval of the final site plan, the Property Owner/Developer shall submit a landscape and irrigation plan which shall be prepared and certified by a licensed landscape architect. The irrigation plan shall specify methods for monitoring the irrigation system. The system shall ensure that irrigation rates do not exceed the infiltration of local soils, that the application of fertilizers and pesticides do not exceed appropriate levels of frequencies, and that surface runoff and overwatering is minimized. The landscaping and irrigation plans shall include water-conserving features such as low flow irrigation heads, automatic irrigation scheduling equipment, flow sensing controls, rain sensors, soil moisture sensors, and other water-conserving equipment. The landscaping and irrigation plans shall indicate that separate irrigation lines for recycled water shall be constructed and recycled water will be used when it becomes available. All irrigation systems shall be designed so that they will function properly with recycled water. | Planning Department, Planning Services Division; Public Utilities Department, Water Engineering Division | |
| 5.15-5 | Prior to approval of the Final Site Plan | Prior to approval of the Final Site Plan, plans shall specifically show that the water meter and backflow equipment and any other large water system equipment will be installed to the satisfaction of the Public Utilities Department, Water Engineering Division, aboveground and behind the building setback line in a manner fully screened from all public streets and alleys and in accordance with Ordinance No. 4156. Prior to the final building and zoning inspections, the water meter and backflow equipment and any other large water system equipment shall be installed to the satisfaction of the Public Utilities Department, Water Engineering Division, in accordance with the Final Site Plan. | Public Utilities Department, Water Engineering Division | |
| 5.15-6 | Prior to issuance of each grading permit, unless records indicate previous payment | Prior to issuance of each grading permit, unless records indicate previous payment, the appropriate fees for Primary Mains, Secondary Mains and Fire Protection Service shall be paid to the Public Utilities Department, Water Engineering Division in accordance with Rule 15A, and Rule 20 of the Public Utilities Department Water Rates, Rules and Regulations. | Public Utilities Department, Water Engineering Division | |
| 5.15-7 | Prior to final building and zoning inspections | Prior to final building and zoning inspections, a separate water meter shall be installed for landscape water on all Projects where the landscape area exceeds the square footage specified in the Guidelines for Implementation of the City of Anaheim Landscape Water Efficiency Ordinance for projects that are subject to the Anaheim Municipal Code, Chapter 10.19. | Planning and Building Department, Planning Services Division | |

## 2017 TOY STORY PARKING LOT EXPANSION PROJECT

| Mitigation Measure Number | Timing | Measure | Responsible for Monitoring | Completion |
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| 5.15-8 | Prior to the issuance of the first grading permit | Prior to the issuance of the first grading permit, the Property Owner/Developer shall comply with Rule 15E of the Public Utilities Department Water Rates, Rules, and Regulations. Rule 15E shall be amended to include:<br>a. Construction of a new well with a minimum 1,500 GPM capacity to serve The Anaheim Resort Area (tentative location near Ponderosa Park and Orangewood Avenue); and<br>b. Construction of a new 16-inch water main along Harbor Boulevard from Orangewood to Chapman Avenue. | Public Utilities Department, Water Engineering Division | |
| **SEWER** | | | | |
| 5.16-1 | Prior to approval of a final subdivision map or issuance of a grading or building permit, whichever occurs first | Prior to approval of a final subdivision map or issuance of a grading or building permit, whichever occurs first, the Property Owner/Developer shall participate in the City's Master Plan of Sewers and related Infrastructure Improvement (Fee) Program to assist in mitigating existing and future sanitary sewer system deficiencies as follows:<br>The Property Owner/Developer shall submit a report for review and approval of the City Engineer to assist in determining the following:<br>a. If the development/redevelopment (1) does not discharge into a sewer system that is currently deficient or will become deficient because of that discharge and/or (2) does not increase flows or change points of discharge, then the property owner's/developer's responsibility shall be limited to participation in the Infrastructure Improvement (Fee) Program.<br>b. If the development/redevelopment (1) discharges into a sewer system that is currently deficient or will become deficient because of that discharge and/or (2) increases flows or changes points of discharge, then the Property Owner/Developer shall be required to guarantee mitigation to the satisfaction of the City Engineer and the City Attorney of the impact prior to approval of a final subdivision map or issuance of a grading or building permit whichever occurs first, pursuant to the improvements identified in the South Central Area Sewer Deficiency Study. The Property Owner/Developer shall be required to install the sanitary sewer facilities, as recommended by the South Central Area Sewer Deficiency Study, prior to acceptance for maintenance of public improvements by the City or final building and zoning inspections for the building/structure, whichever comes first. Additionally, the Property Owner/Developer shall participate in the Infrastructure Improvement (Fee) Program, as determined by the City Engineer, which may include fees, credits, reimbursements, or a combination thereof. As part of guaranteeing the mitigation of impacts for the sanitary sewer system, the Property Owner/Developer shall submit a sanitary sewer system | Public Utilities Department, Water Engineering Division | |

## 2017 TOY STORY PARKING LOT EXPANSION PROJECT

| Mitigation Measure Number | Timing | Measure | Responsible for Monitoring | Completion |
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| | | improvement phasing plan for the Project to the City Engineer for review and approval which shall contain, at a minimum, (1) a layout of the complete system, (2) all facility sizes, including support calculations, (3) construction phasing, and (4) construction estimates.<br><br>The study shall determine the impact of the Project sewer flows for total build out of the Project and identify local deficiencies for each Project component (i.e., each hotel). | | |
| **ELECTRICITY** | | | | |
| 5.17-1 | Prior to issuance of each grading permit | Prior to issuance of each grading permit, the Property Owner/Developer shall consult with the City of Anaheim Public Utilities Department, Business and Community Programs Division in order to review energy efficient measures to incorporate into the Project design. Prior to the final zoning inspection, the Property Owner/ Developer shall implement these energy efficient measures which may include the following:<br><br>a. Use of light emitting diode (LED) or equivalent energy-efficient lighting for outdoor lighting.<br><br>b. Use of Energy Star® exit lighting or exit signage.<br><br>c. Use of T-8 lamps and electronic ballasts where applications of standard fluorescent fixtures are identified.<br><br>d. Use of lighting power controllers in association with metal-halide or high-pressure sodium (high intensity discharge) lamps for outdoor lighting and parking lots. | Public Utilities Department, Business Community Program Division | |
| 5.17-2 | Prior to final building and zoning inspection | Prior to final building and zoning inspection, the Property Owner/Developer shall install an underground electrical service from the Public Utilities Distribution System. The Underground Service will be installed in accordance with the Electric Rules, Rates, Regulations and Electrical Specifications for Underground Systems. Electrical Service Fees and other applicable fees will be assessed in accordance with the Electric Rules, Rates, Regulations and Electrical Specifications for Underground Systems. | Public Utilities Department | |
| 5.17-4 | Prior to approval of a Final Site Plan | Prior to approval of a Final Site Plan, the Property Owner/Developer shall coordinate with the Public Utilities Department to incorporate feasible renewable energy generation measures into the Project. These measures may include but not be limited to use of solar and small wind turbine sources on new and existing facilities and the use of solar powered lighting in parking areas. | Public Utilities Department | |

## 2017 TOY STORY PARKING LOT EXPANSION PROJECT

| Mitigation Measure Number | Timing | Measure | Responsible for Monitoring | Completion |
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| **STORM WATER** | | | | |
| 5.18-1 | Prior to approval of a final subdivision map, or issuance of a grading or building permit, whichever occurs first | Prior to approval of a final subdivision map, or issuance of a grading or building permit, whichever occurs first, the Property Owner/Developer shall participate in the City's Master Plan of Storm Drains and related Infrastructure Improvement (Fee) Program to assist in mitigating existing and future storm drainage system deficiencies as follows:<br><br>The Property Owner/Developer shall submit a report for review and approval by the City Engineer to assist with determining the following:<br><br>a. If the specific development/redevelopment does not increase or redirect current or historic storm water quantities/flows, then the Property Owner/Developer's responsibility shall be limited to participation in the Infrastructure Improvement (Fee) Program to provide storm drainage facilities in 10- and 25-year storm frequencies and to protect properties/structures for a 100-year storm frequency.<br><br>b. If the specific development/redevelopment increases or redirects the current or historic storm water quantity/flow, then the Property Owner/Developer shall be required to guarantee mitigation to the satisfaction of the City Engineer and City Attorney's office of the impact prior to approval of a final subdivision map or issuance of a grading or building permit, whichever occurs first, pursuant to the improvements identified in the Master Plan of Drainage for the South Central Area. The Property Owner/Developer shall be required to install the storm drainage facilities as recommended by the Master Plan of Drainage for the South Central Area to provide storm drainage facilities for 10- and 25-year storm frequencies and to protect properties/structures for a 100-year storm frequency prior to acceptance for maintenance of public improvements by the City or final building and zoning inspection for the building/structure, whichever occurs first. Additionally, the Property Owner/Developer shall participate in the Infrastructure Improvement (Fee) Program as determined by the City Engineer which could include fees, credits, reimbursements, or a combination thereof. As part of guaranteeing the mitigation of impacts on the storm drainage system, a storm drainage system improvement phasing plan for the Project shall be submitted by the Property Owner/Developer to the City Engineer for review and approval and shall contain, at a minimum, (1) a layout of the complete system; (2) all facility sizes, including support calculations; (3) construction phasing; and, (4) construction estimates. | Public Utilities Department, Water Engineering Division | |

## 2017 TOY STORY PARKING LOT EXPANSION PROJECT

| Mitigation Measure Number | Timing | Measure | Responsible for Monitoring | Completion |
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| 5.18-3 | Prior to the approval of the final site plan | Prior to the approval of the final site plan, the site plan shall indicate that new developments will minimize storm water and urban runoff into drainage facilities by incorporating design features such as detention basins, on-site water features, and other strategies. | Planning Department, Building Services Division | |
| **PUBLIC UTILITIES** | | | | |
| 5.19-1 | Prior to issuance of each grading permit; to be implemented prior to final zoning Inspection | Prior to issuance of each grading permit; to be implemented prior to final zoning Inspection, the Property Owner/Developer shall submit Project plans to the Public Works Department for review and approval to ensure that the plans comply with AB 939, the Solid Waste Reduction Act of 1989, as administered by the City of Anaheim and the County of Orange and City of Anaheim Integrated Waste Management Plans. Prior to final zoning inspection, implementation of said plan shall commence and shall remain in full effect. Waste management mitigation measures that shall be taken to reduce solid waste generation include, but are not limited to:<br>a. Detailing the location and design of on-site recycling facilities.<br>b. Providing on-site recycling receptacles to encourage recycling.<br>c. Complying with all Federal, State and City regulation for hazardous material disposal.<br>d. Participating in the City of Anaheim's "Recycle Anaheim" program or other substitute program as may be developed by the City.<br>In order to meet the requirements of the Solid Waste Reduction Act of 1989 (AB 939), the Property Owner/Developer shall implement numerous solid waste reduction programs, as required by the Public Works Department, including, but not limited to:<br>a. Facilitating recycling by providing chutes or convenient locations for sorting and recycling bins.<br>b. Facilitating cardboard recycling (especially in retail areas) by providing adequate space and centralized locations for collection and storing.<br>c. Facilitating glass recycling (especially from restaurants) by providing adequate space for sorting and storing.<br>d. Providing trash compactors for non-recyclable materials whenever feasible to reduce the total volume of solid waste and the number of trips required for collection.<br>e. Prohibiting curbside pick-up. | Public Works Department; OC Waste & Recycling | |

## 2017 TOY STORY PARKING LOT EXPANSION PROJECT

| Mitigation Measure Number | Timing | Measure | Responsible for Monitoring | Completion |
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| 5.19-2 | Ongoing during Project operation | Ongoing during Project operation, the following practices shall be implemented, as feasible, by the Property Owner/Developer:<br>a. Usage of recycled paper products for stationary, letterhead, and packaging.<br>b. Recovery of materials such as aluminum and cardboard.<br>c. Collection of office paper for recycling.<br>d. Collection of polystyrene (foam) cups for recycling.<br>e. Collection of glass, plastics, kitchen grease, laser printer toner cartridges, oil, batteries, and scrap metal for recycling or recovery. | Planning Department, Planning Services Division | |
| 5.19-3 | Prior to issuance of grading permits | Prior to issuance of grading permits, plans shall show that trash storage areas shall be provided and maintained in a location acceptable to the City of Anaheim Department of Public Works, Operations Division. On an ongoing basis, trash storage areas shall be provided and maintained in accordance with approved plans on file with said Department. | Department of Public Works, Operations Division | |
| 5.19-4 | Prior to issuance of each grading permit | Prior to issuance of each grading permit, the Property Owner/Developer shall demonstrate that the plans include provisions for the installation of trash and recycle receptacles near all benches and near high traffic areas such as plazas, transit stops and retail and dining establishments. | Planning Department, Building Services Division | |
| 5.19-5 | Prior to issuance of each grading permit | Prior to issuance of each grading permit, the Property Owner/Developer shall submit to the Planning Director or Planning Services Manager for approval a Construction Waste Management Plan that, at a minimum, specifies that at least 75 percent of non-hazardous construction and demolition debris shall be recycled or salvaged and identifies the materials to be diverted from disposal and whether the materials will be sorted on site or co-mingled. | Planning Department, Planning Services Division | |

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