



**CEQA TRANSPORTATION ANALYSIS
FOR THE
DISNEYLANDFORWARD PROJECT**

ANAHEIM, CALIFORNIA

AUGUST 2023

PREPARED FOR
WALT DISNEY PARKS AND RESORTS U.S., INC.

PREPARED BY



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Prepared for:

WALT DISNEY PARKS AND RESORTS U.S., INC.

Prepared by:

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Acronyms and Definitions

Applicant	Walt Disney Parks and Resorts U.S., Inc.
ARSP	Anaheim Resort Specific Plan No. 92-2
ARSP SEIR	Final Supplemental Environmental Impact Report No. 340, Amendment No. 14 to the Anaheim Resort Specific Plan
ARTIC	Anaheim Regional Transportation Intermodal Center
ART	Anaheim Resort Transportation
ATAM	Anaheim Traffic Analysis Model
AVO	Average Vehicle Occupancy
CAPCOA	California Air Pollution Control Officers Association
CAPCOA Handbook	<i>Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity: Designed for Local Governments, Communities, and Project Developers</i> (CAPCOA, December 2021)
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of Anaheim
City Guidelines	City of Anaheim Traffic Impact Analysis Guidelines for CEQA Analysis
CMP	Orange County Congestion Management Program
Disney	Walt Disney Parks and Resorts U.S., Inc.
Disney ARSP Properties	Properties within the ARSP area owned or leased by the Applicant or other subsidiaries of the Walt Disney Company
Disney Property or Properties	Property or properties within the DRSP or among the Disney ARSP Properties
DR EIR	Final Environmental Impact Report for the Disneyland Resort EIR No. 311 and Addendum
DRSP	Disneyland Resort Specific Plan No. 92-1
EIR	Environmental Impact Report
General Plan Circulation Element	City of Anaheim General Plan Circulation Element
GHG	Greenhouse gas emissions
HCML	Harbor Cast Member Lot located at 333 W. Ball Road
HOV	High-occupancy-vehicle
I-5	Interstate 5
ICU	Intersection capacity utilization
LOS	Level of service
Master EIR	Master Environmental Impact Report
MCML	Manchester Cast Member Lot located at 1515 S. Manchester Avenue, 1585 S. Manchester Avenue, and 1530 S. Harbor Boulevard
Metro	Los Angeles County Metropolitan Transportation Authority
MM	Mitigation measure
MPAH	Orange County Master Plan of Arterial Highways
mph	miles per hour
MSP	Modified service population
OCTA	Orange County Transportation Authority

Acronyms and Definitions, cont.

OCTAM	Orange County Transportation Analysis Model
O-D Traffic	Traffic with an origin or destination within a defined area
PDF's	Project design features
Project	DisneylandForward Project
Project Site	The DRSP and Disney ARSP Properties
ROW	Right-of-way
SB 743	Senate Bill 743
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SEIR	Subsequent Environmental Impact Report
sf	square feet
SR	State Route
Subsequent EIR	Subsequent Environmental Impact Report
Supplemental EIR	Supplemental Environmental Impact Report
TAZ	Traffic analysis zone
TDM	Transportation Demand Management
Technical Advisory	<i>Technical Advisory on Evaluating Transportation Impacts in CEQA</i> (State of California Governor's Office of Planning and Research, December 2018)
Toy Story Lot	Temporary surface parking lot located at 1900 S. Harbor Boulevard
TPA	Transit priority area
VMT	Vehicle Miles Traveled

Executive Summary

This report presents the California Environmental Quality Act (“CEQA”) transportation analysis conducted for the DisneylandForward Project (“Project”) proposed by Walt Disney Parks and Resorts U.S., Inc. (“Applicant” or “Disney”) in the City of Anaheim (“City”). The Project would allow continued, long-term growth of The Disneyland® Resort by allowing the transfer of uses permitted under The Disneyland Resort Project to other areas of the Disneyland Resort Specific Plan No. 92-1 (“DRSP”) and properties within the Anaheim Resort Specific Plan No. 92-2 (“ARSP”) area owned or leased by Disney or other subsidiaries of The Walt Disney Company (“Disney ARSP Properties,” and, collectively with Disney’s properties in the DRSP, “Disney Property” or “Disney Properties”). These areas are or will be considered to be part of The Disneyland Resort Project as modified by the Project.

The Project would not increase the amount of development square footage or hotel rooms currently allowed in the DRSP and analyzed in Environmental Impact Report No. 311, which the City certified in 1993, or the number of hotel rooms currently allowed in the ARSP and analyzed in Supplemental Environmental Impact Report No. 340, which the City certified in 2012. However, the Project would permit an increase of 4,376 theme park-related parking spaces in the ARSP.

The Project would require, among other things, approval of modifications to the DRSP, ARSP, *City of Anaheim General Plan Circulation Element* (City, June 2018) (“General Plan Circulation Element”), and *Master Plan of Arterial Highways* (Orange County Transportation Authority [“OCTA”], 2017) (“MPAH”). The City is preparing Subsequent Environmental Impact Report (“Subsequent EIR”) No. 352 to analyze the Project’s potentially significant impacts. This report has been prepared to be included in the Subsequent EIR analysis.

PROJECT LOCATION

The Project is located entirely within an area known as The Anaheim Resort®, a 1,078-acre portion of the City especially designated by the City’s General Plan for Commercial Recreation

land uses and intended to provide for tourist and entertainment-related industries, such as theme parks, hotels, tourist-oriented retail, movie theaters, and other visitor-serving facilities. The Anaheim Resort is located 35 miles southeast of downtown Los Angeles, seven miles northwest of Santa Ana, and just north of Garden Grove in central Orange County. The Anaheim Resort includes three specific plan areas: DRSP, ARSP, and Hotel Circle Specific Plan No. 93-1. A map of the Project vicinity is provided in Figure ES-1, *Local Vicinity and Existing Specific Plan Designations*.

Project Site

The Project Site includes the entirety of the DRSP area (i.e., The Disneyland Resort, including the existing Theme Park, Hotel, Parking, and Future Expansion Districts) and the following Disney ARSP Properties:

- 1515 S. Manchester Avenue (currently used as the Manchester Cast Member¹ Lot ["MCML"])
- 1585 S. Manchester Avenue (currently occupied by an office building and also currently used as the MCML)
- 1530 S. Harbor Boulevard (currently used as the MCML)
- 1900 S. Harbor Boulevard (currently used as the Toy Story Parking Lot)
- 333 W. Ball Road (currently used as the Harbor Cast Member Lot ["HCML"])
- 1717 S. Disneyland Drive (Paradise Pier Hotel)

The properties located at 1515 S. Manchester Avenue, 1585 S. Manchester Avenue, and 1530 S. Harbor Boulevard are collectively referred to as MCML. All Disney ARSP Properties are owned and operated by Disney with the exception of the Paradise Pier Hotel, where the hotel is owned and operated by Disney and the underlying land is owned and ground leased by a third party to Disney. The Project Site also includes areas identified in the General Plan Circulation Element as planned extensions of Gene Autry Way between Harbor Boulevard and Haster Street and Clementine Street between Katella Avenue and Orangewood Avenue, portions of which are

¹ Cast Member is a term used by Disney for an employee of The Disneyland Resort.

outside The Anaheim Resort. A map of the Project Site is provided in Figure ES-2, *DRSP and Disney ARSP Properties*.

CURRENTLY APPROVED DEVELOPMENT

Development at the Project Site is currently governed by the DRSP and the ARSP as summarized in Table ES-1, *Currently Permitted Development Summary*.

Permitted DRSP Development

The environmental impacts of The Disneyland Resort Project, including the DRSP, were analyzed in Environmental Impact Report (“EIR”) No. 311, which was certified by the City of Anaheim in 1993 along with the adoption of Mitigation Monitoring Program No. 0067. In 1996, in conjunction with an amendment to The Disneyland Resort Project, the City Council approved an Addendum to EIR No. 311, including a Modified Mitigation Monitoring Plan No. 0067. The prior CEQA review for The Disneyland Resort Project is referred to as the “DR EIR” in this report. The Disneyland Resort Project currently allows the following development:

- Theme Park District: Up to 6,850,000 square feet (“sf”) of theme park uses, up to 1,025 hotel rooms, and up to 475,000 sf of administration buildings with up to 2,300 associated parking spaces
- Hotel District: Up to 5,600 hotel rooms (including the 1,025 hotel rooms allowed in the Theme Park District), up to 300,000 sf of retail/restaurant uses, up to 9,930 parking spaces, and up to 200,000 sf of meeting rooms/convention space
- Theme Park District/Hotel District: Up to 350,000 sf of the theme park square footage allowed in the Theme Park District may be developed as a retail entertainment center in the Hotel District
- Parking District, East Parking Area: Up to 17,600 parking spaces, including up to 5,000 parking spaces that may be located in the Theme Park District
- Parking District, West Parking Area: Up to 16,700 parking spaces
- Future Expansion District: Up to 5,100 parking spaces

As of the date of the Notice of Preparation of Subsequent EIR No. 352 for the Project, October 21, 2021, Disney has developed approximately 45% of entitled square footage of theme park space within the Disneyland and Disney California Adventure theme parks, 2,342 hotel rooms, and approximately 28,436 guest and cast parking spaces, along with various other components of the allowed development. As shown in Table ES-1, Disney has remaining entitlements within the DRSP area to develop approximately 3,657,115 sf of theme park, 3,258 hotel rooms, and 23,194 guest and cast parking spaces, along with various other components of development. Figure ES-3, *Current DRSP Districts*, shows the existing DRSP Districts.

Permitted ARSP Development

The City analyzed the environmental impacts of the ARSP Project in Master Environmental Impact Report No. 313, which the City certified in 1994, along with the adoption of Mitigation Monitoring Program No. 85C. In December 2012, the City certified Supplemental Environment Impact Report No. 340 in support of the approval of the Amendment No. 14 to the ARSP Project (“ARSP SEIR”). As detailed in Table ES-1, the ARSP as amended allows development on Disney ARSP Properties of up to 75 or 50 hotel rooms per gross acre with approval of a Final Site Plan as indicated below:

- Up to 1,116 hotel rooms on 1515 S. Manchester Avenue, 1585 S. Manchester Avenue, and 1530 S. Harbor Boulevard
- Up to 3,348 hotel rooms at 1900 S. Harbor Boulevard
- Up to 534 hotel rooms at 333 W. Ball Road
- Up to 564 hotel rooms at 1717 S. Disneyland Drive (Paradise Pier Hotel)

Section 18.116.070 of the City of Anaheim Municipal Code also allows the development of theme parks, entertainment venues, and transportation facilities on these properties with approval of a conditional use permit.

PROJECT DESCRIPTION

The Project would not increase the amount of previously approved theme park square footage or hotel rooms. However, the Project would permit an increase of 4,376 theme park-related parking spaces in the ARSP. It would also allow transfer of theme park, hotel, and other retail, dining, and entertainment uses, and parking permitted in The Disneyland Resort Project to Disney Properties and provide for administrative review of Disney's projects. The Project would require, among other things, the approval of amendments to the DRSP, ARSP, General Plan Circulation Element, and MPAH. Figure ES-4, *Proposed Development Districts and Overlays*, shows a map of the proposed DRSP districts and ARSP zoning overlays within the Project Site. Table ES-2, *Proposed Permitted Development Summary*, summarizes the proposed development limits with the Project.

DRSP Amendments

The Project proposes to reallocate allowable land uses within the Theme Park District (389 acres), the Parking District (57.1 acres), and the Southeast District (24.7 acres). The former Hotel District would become part of the Theme Park District and the Future Expansion District would become the Southeast District.

The Project would allow Disney to move a portion of the unused approved theme park square footage to the existing Hotel District, which would become part of the new expanded Theme Park District of the DRSP. The Project also would allow Disney to move a portion of the unused approved theme park square footage to the existing Future Expansion District, which would become the Southeast District of the DRSP, and to the proposed Theme Park East and West Overlays of the ARSP.

Under the Project, Disney could develop cumulatively up to 6,850,000 previously approved square feet of theme park uses in the DRSP, including up to 6,850,000 previously approved square feet in the expanded Theme Park District if all theme park square footage were developed in the expanded Theme Park District. Disney could also develop a portion of this previously approved theme park square footage in the newly renamed Southeast District (up to 390,000 square feet), in the proposed Theme Park East Overlay (up to 840,000 square feet), and in the proposed Theme Park West Overlay (up to 80,000 square feet). If theme park square footage is

developed in the Southeast District and Theme Park East and West Overlays, an equivalent amount of theme park square footage would be removed from the allotment for the Theme Park District, such that the maximum theme park square footage would not exceed 6,850,000 square feet.

Similarly, the Project would allow Disney to move the unused portion of the hotel room approvals from the existing Hotel District to the existing Theme Park District or the existing Future Expansion District, the newly renamed Southeast District. Under the Project, Disney could develop cumulatively up to 5,600 previously approved hotel rooms in the DRSP, including a combination of up to 5,600 previously approved hotel rooms in the expanded Theme Park District if all hotel rooms were developed in the expanded Theme Park District and up to 1,852 previously approved hotel rooms in the newly renamed Southeast District.

The DRSP also would be amended consistent with the General Plan amendments described below, including changes to the circulation system.

ARSP Amendments

The Project would create a Theme Park East Overlay within the ARSP for the existing Toy Story Parking Lot and a Theme Park West Overlay within the ARSP for the existing Paradise Pier Hotel. The Theme Park Overlay would allow Disney to develop theme park uses on these properties concurrently with the development of theme park uses on the expanded Theme Park District or the Southeast District of the DRSP. With the Project, Disney could develop up to 840,000 sf of previously approved theme park uses within the Theme Park East Overlay and up to 80,000 sf of previously approved theme park uses within the Theme Park West Overlay for a cumulative total of up to 920,000 sf of previously approved theme park uses in these Overlays. The Anaheim Municipal Code currently allows theme park uses in these Overlay areas with approval of a conditional use permit.

The Project would create a Parking Overlay within the ARSP for the Disney ARSP Properties located at 1515 S. Manchester Avenue, 1585 S. Manchester Avenue, 1530 S. Harbor Boulevard, and 333 W. Ball Road. The Project would increase the number of permitted theme park parking spaces in the Parking Overlay at 333 W. Ball Road, permitting up to 5,700 parking spaces (this

includes 1,324 existing spaces plus 4,376 additional spaces). The Parking Overlay would permit development of the same type of parking and transportation facilities allowed under Anaheim Municipal Code Section 18.114.080 for the East Parking Area of the DRSP Parking District, and the same type of back-of-house uses, limited retail, and dining and entertainment uses allowed under Anaheim Municipal Code Section 18.114.060 for the Theme Park District of the DRSP.

Disney could also develop hotel rooms in these Overlays as permitted by the existing ARSP and summarized in Table ES-2.

The ARSP also would be amended consistent with the General Plan amendments described below, including changes to the circulation system.

Vehicular Circulation

Convenient automobile access to The Disneyland Resort is an essential component of the success of The Disneyland Resort Project. Most visitors come to the Project area by automobile or bus, and it is especially important that the visitors' experience be pleasant upon both arrival and departure. To assure this, the DRSP requires numerous improvements to the circulation system designed to enhance the visitor experience and ensure a safe and efficient transportation system for residents and employees in the area.

Improvements for area roads implemented and to be implemented in connection with The Disneyland Resort Project include enhanced connections with Interstate 5, improvements to the arterial and secondary road system, and construction of parking facilities to accommodate visitors to The Disneyland Resort and the Anaheim Convention Center. Many of these improvements have been constructed since approval of The Disneyland Resort Project in 1993. The Project would continue to implement physical improvements to the local transportation system envisioned by mitigation measures in the prior EIRs to enhance connectivity, access, and safety.

The proposed vehicular circulation system is depicted in Figure ES-5, *Roadway Modifications and Vehicular Circulation Plan*. General vehicular access would continue to be provided from I-5 and the following signalized intersections under the jurisdiction of the City of Anaheim: Ball Road & Disneyland Drive, Katella Avenue & Disneyland Drive, Harbor Boulevard & Disney Way,

Convention Way & Harbor Boulevard, Clementine Street & Katella Avenue, Clementine Street & Disney Way, Manchester Avenue & Harbor Boulevard, and Ball Road & Harbor Boulevard. The Project requests the following modifications to the City's Circulation Transportation System as shown in Figure ES-5:

Orange County Master Plan of Arterial Highways Amendment.

- Removal of the planned future extensions of Clementine Street between Katella Avenue and Orangewood Avenue and Gene Autry Way between Harbor Boulevard and Haster Street, which are planned through the Southeast District of the DRSP and the adjacent Theme Park East Overlay in the ARSP
- Reclassification of Disney Way between Anaheim Boulevard and Harbor Boulevard from a six-lane Major Arterial to a four-lane Primary Arterial

General Plan Amendment.

- Approval of an amendment to the General Plan Circulation Element and the City's Bicycle Master Plan to remove the Class I Bike Path in the Southern California Edison right-of-way ("ROW") between Harbor Boulevard and Anaheim Boulevard and add a Class I Bike Path on the north side of Disney Way between Clementine Street and Anaheim Boulevard
- Approval of an amendment to the General Plan Circulation Element and the City's Bicycle Master Plan to add a Class I Bike Path on the west side of Clementine Street between Alro Way and Disney Way (limits subject to change based on determination of proposed dedication)
- Removal of the planned future extensions of Clementine Street between Katella Avenue and Orangewood Avenue, and Gene Autry Way between Harbor Boulevard and Haster Street, which are planned through the Southeast District of the DRSP and the adjacent Theme Park East Overlay in the ARSP
- Approval of an amendment to the General Plan Circulation Element and the City's Planned Roadway Network map (Figure C-1 of the General Plan Circulation Element) to reflect the following intersection lane configurations:
 - At Harbor Boulevard & Convention Way, provide two left-turn lanes, one shared through/right-turn lane, and one exclusive right-turn lane on the eastbound approach and one left-turn lane, one shared through/right-turn lane, and one exclusive right-turn lane on the westbound approach (consistent with existing configuration)²
 - At Haster Street & Gene Autry Way, provide a single shared left-turn/through/right-turn lane for the eastbound approach and three left-turn lanes and two right-turn

² The final intersection configuration is subject to change and will be finalized when a site-specific access analysis is conducted for the Theme Park East Overlay.

lanes for the westbound approach. The northbound approach would be equipped with a right-turn signal overlapping with the westbound left-turn signal phase

- Reclassification of Disney Way between Anaheim Boulevard and Harbor Boulevard from a six-lane Major Arterial to a four-lane Primary Arterial (with no reduction to the width of the ultimate public ROW)
- Approval of an amendment to the General Plan Circulation Element and the City's Bicycle Master Plan to modify the classification of the planned bike facility on Walnut Street between Katella Avenue and Ball Road from Class II Bike Lanes to a Class I Bike Path on the east side of Walnut Street

Street Abandonment.

- Abandonment of public ROW on Magic Way between Walnut Street and Disneyland Drive (pedestrian and emergency access would be provided)
- Abandonment of public ROW on Clementine Street between Katella Avenue and the southern property line of the proposed Southeast District of the DRSP
- Abandonment of public ROW on Hotel Way north of Disney Way

Other Improvements.

- Installation of a pedestrian signal on Walnut Street at Magic Way
- Installation of a Class I Bike Path with a single two-way, off-street, shared-use pathway for pedestrians and bicycles with a minimum width of 10 feet³ on the east side of Walnut Street from Ball Road to Katella Avenue
- Installation of (1) a Class I Bike Path with a minimum width of 10 feet on the north side of Disney Way between Anaheim Boulevard⁴ and Clementine Street; (2) a single two-way, off-street, shared-use pathway for pedestrians and bicycles with a minimum width of 10 feet on the west side of Clementine Street between Alro Way and Disney Way; and (3) a bike parking facility in the East Parking Area and/or the Parking Overlay just north of the East Parking Area
- Provide in-lieu contribution and dedicate ROW adjacent to the Project Site on Ball Road and Haster Street for proposed Class II Bicycle Lanes on those streets
- Installation of traffic signal control at the existing driveway to the Southeast District on Haster Street south of Katella Avenue⁵

³ Where utility relocations are not feasible, the pathway may include brief sections with a minimum width of eight feet.

⁴ The portion between Anaheim Boulevard and the I-5 southbound off-ramp is under Caltrans jurisdiction. Disney would work with Caltrans to approve and implement this Bike Path.

⁵ This action would be subject to a traffic signal warrant analysis.

- Installation of traffic signal control at the intersection of Manchester Avenue / Clementine Street & Alro Way⁶
- Construction of at least one and up to three grade-separated pedestrian bridges over Harbor Boulevard north of Disney Way and south of Manchester Avenue with public access to/from the sidewalk on Harbor Boulevard
- Widen Katella Avenue to four westbound lanes along Disney's property adjacent to the Theme Park District from Disneyland Drive to approximately 800 feet west of Harbor Boulevard
- Widen Katella Avenue to four eastbound lanes along Disney's property adjacent to the Southeast District (from approximately 700 feet west of Clementine Street to approximately 400 feet east of Clementine Street)

Trip Reduction Measures

The Project would continue to implement a number of trip reduction measures, including those that directly support alternative means of transportation like transit, bicycle travel, and pedestrian movement. Consistent with the originally approved The Disneyland Resort Project and ARSP Project, this Project would include pedestrian linkages between land uses and areas of the Project Site, including landscaped walkways, promenades, and plazas. To further enhance pedestrian circulation and connectivity between land uses, the Project would include opportunities for construction of at least one and up to three grade-separated pedestrian bridges over Harbor Boulevard north of Disney Way and south of Manchester Avenue and up to two additional pedestrian bridges over Disneyland Drive.

The Project would continue to implement and administer a comprehensive Transportation Demand Management ("TDM") program for all cast members, as detailed in Chapter 4.

Pedestrian Circulation

The development of new attractions and hotel rooms and construction of the peripheral public parking facilities and mass transit systems discussed in this section have increased pedestrian activity in both the Project Site and the surrounding Anaheim Resort. This has enhanced the urban

⁶ This action would be subject to a traffic signal warrant analysis.

character of the Project Site and requires that facilities be provided to meet the needs of pedestrians.

Figure ES-6, *Proposed Pedestrian Circulation*, illustrates the existing and proposed pedestrian circulation system within the Project Site and surrounding area. Pedestrian routes, pedestrian and vehicular access points, and approximate pedestrian bridge locations are identified in Figure ES-7, *Guest Pedestrian and Vehicular Access Points*. The primary destinations of pedestrians within the surrounding area will be:

- The Theme Park District
- The Southeast District
- East and West Parking Areas within the Parking District
- The Disneyland Resort hotels within the Theme Park District and Southeast District
- The Theme Park Overlays and Parking Overlays of the ARSP
- Hotels, restaurants, businesses, and parking in the surrounding Anaheim Resort
- The Anaheim Convention Center
- Downtown Disney
- Theme Parks

Grade-separated pedestrian bridges serve as a key connector over public street ROW, connecting users from one side of the street to the other without impeding traffic flow. Grade-separated pedestrian bridges currently exist over Disneyland Drive and Magic Way. The Project may construct two additional pedestrian bridges over Disneyland Drive between Magic Way and Katella Avenue. The Project also will construct at least one and up to three grade-separated pedestrian bridges over Harbor Boulevard north of Disney Way and south of Manchester Avenue in connection with the construction and prior to the operation of parking structures and/or a substantial increase in surface spaces or substantial change in operation of those spaces in the DRSP Parking District (East Parking Area) and/or the adjacent Parking Overlay. As an example, those Cast Members parking in existing surface spaces in the Parking Overlay north of the East Parking Area currently take a shuttle to the theme parks and no pedestrian access to Harbor

Boulevard is permitted until such time that a pedestrian bridge is constructed. Approximate pedestrian bridge locations are identified in Figure ES-7.

An existing pedestrian route running east-west between Harbor Boulevard and Disneyland Drive currently serves as the main connection to the entrances of Disneyland and Disney California Adventure, including ticket booths and entry gates. To the west of the theme park entrances, this walkway becomes the retail, dining and entertainment district known as Downtown Disney, continuing westward on a grade-separated pedestrian bridge constructed over the lowered Disneyland Drive and currently ending near The Disneyland Resort hotels west of Disneyland Drive. Pedestrian-friendly furnishings, retail and dining uses, and landscaping exist all along this pedestrian route, which while generally open to the public is on private property and subject to Disney restrictions. Project implementation may include reconfiguration and/or replacement of the existing east-west pedestrian route, including the space currently devoted to central theme park ticketing and gate functions. With any such changes, a non-ticketed pedestrian route for east-west circulation shall be provided through the Theme Park District connecting major destinations (theme parks, Downtown Disney, hotels, and parking facilities) to Harbor Boulevard and Walnut Street and would meet public safety size requirements.

CEQA ANALYSIS

The DR EIR and ARSP SEIR analyzed transportation impacts on the basis of level of service. However, under Senate Bill 743 (“SB 743”) and CEQA Guidelines Section 15064.3, subdivision (b), CEQA now requires that transportation analysis be based on vehicle miles traveled (“VMT”). The City approved VMT as the basis for determining significant impacts under CEQA in a City Council meeting on June 23, 2020. This study, therefore, analyzed the effects of the Project based on *City of Anaheim Traffic Impact Analysis Guidelines for CEQA Analysis* (City, June 2020) (“City Guidelines”), which describes the City’s approach to analyzing VMT.

The following CEQA transportation thresholds of significance are analyzed in this report:

1. Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

2. Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?
3. Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
4. Would the Project result in inadequate emergency access?

Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Analysis was conducted to determine whether the Project would conflict with a particular program, plan, policy, or ordinance regarding transportation or circulation. A project would not conflict with a program, plan, ordinance, or policy if it were generally consistent with and would not obstruct implementation of that program, plan, ordinance, or policy. The City Guidelines identify the following threshold for Active Transportation and Public Transit analysis under CEQA:

Impact Threshold. *A significant impact occurs if the project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance⁷ or safety of such facilities.*

The Project was reviewed for consistency with SB 743, the MPAH, *2021 Orange County Congestion Management Program Report* (OCTA, November 2021), and the General Plan Circulation Element, including the Bicycle Master Plan, the ARSP, and the DRSP, each of which are incorporated into the General Plan Circulation Element. The Project would amend the MPAH and General Plan Circulation Element, including the Bicycle Master Plan, ARSP, and DRSP. As amended with approval of the Project, the Project would not conflict with any of those programs, plans, ordinances, or policies, and the Project would not conflict on a cumulative basis when considered with other development projects in the vicinity. The Project would also not decrease the performance or safety of public transit, bicycle, or pedestrian facilities and would in several cases improve those facilities; therefore, it would not have a significant impact with regard to the performance or safety of these facilities.

⁷ Per the OPR Technical Advisory, decrease of performance does not include increase in users.

Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

The VMT analysis was conducted under baseline and future conditions based on the Orange County Transportation Analysis Model (“OCTAM”). City Guidelines require that a detailed VMT analysis be conducted using four OCTAM scenarios: Baseline, Baseline plus Project, Cumulative no Project, and Cumulative plus Project. The Baseline and Cumulative no Project scenarios represent the existing year and future forecast year conditions in OCTAM, respectively, without any modifications. The “plus Project” conditions were developed by modifying the Baseline and Cumulative no Project scenarios to include the Project, including land use changes and roadway modifications. OCTAM’s baseline is based on Year 2016 conditions and its future condition is forecast to Year 2045. OCTAM was run under conditions with and without the Project. Conditions without the Project assume buildout of the DRSP and ARSP as currently entitled.

Impact Thresholds. The City Guidelines identify two thresholds for identifying significant VMT impacts for a development project:

- 1. A project would result in a significant project-generated VMT impact if the baseline project-generated or cumulative project-generated VMT per service population exceeds 15% below the County of Orange baseline VMT per service population; or,*
- 2. The project’s effect on VMT would be considered significant if the baseline or cumulative link-level boundary Citywide VMT per service population increases under the “plus project” condition compared to the “no project” condition.*

The City Guidelines define service population as the sum of the residential population and total employment within a given geographic area (i.e., a given traffic analysis zone (“TAZ”) or set of TAZs). However, in The Anaheim Resort area, there is a substantial amount of total VMT generated by daily theme park visitors, the number of whom are not included in the City’s standard definition of service population. In consultation with City staff, the Project’s VMT analysis uses a modified definition of service population that includes an estimate of theme park visitors in addition to residents and employees (“modified service population” or “MSP”).

Project VMT Analysis. VMT was calculated in two ways (the total VMT by TAZ used in Criteria 1 and the link-based VMT used in Criteria 2), and it was calculated for multiple geographic areas (County-wide and for the specific Project TAZs for Criteria 1 and City-wide for Criteria 2). OCTAM

provides the residential population and total employment for each TAZ, so the number of theme park visitors was separately estimated. The DR EIR included forecasts of daily theme park attendance with buildout of all permitted theme park development and, upon consultation with City staff, these estimates were determined appropriate for use as part of the MSP.

Table ES-3, *VMT Analysis – Criteria 1*, summarizes the results of the VMT analysis under Criteria 1, prior to mitigation. As shown, the impact thresholds are 22.1 miles under OCTAM baseline conditions and 24.0 miles under OCTAM cumulative conditions. The Project-generated VMT per MSP is 23.7 miles under baseline conditions and 25.1 miles under cumulative conditions. Therefore, prior to mitigation, the Project would exceed the threshold by approximately 7.2% under baseline conditions and 4.6% under cumulative conditions and would result in a significant impact with respect to VMT under Criteria 1.

Table ES-4, *VMT Analysis – Criteria 2*, summarizes the results of the VMT analysis under Criteria 2, prior to mitigation. As shown, the City-wide VMT per MSP is 11.52 miles under OCTAM baseline conditions and 11.40 miles under OCTAM cumulative conditions without the Project. With the Project, the City-wide VMT per MSP would increase to 11.55 miles under baseline conditions and decrease to 11.39 miles under cumulative conditions. Therefore, prior to mitigation, the Project would exceed the threshold by approximately 0.3% under baseline conditions and would result in a significant impact with respect to VMT under Criteria 2.

VMT Mitigation. While OCTAM incorporates regional public transportation such as rail and major bus service into its transportation network and travel forecasts, it does not account for local TDM measures or local bus and shuttle services. Rather, the trips estimated in OCTAM are based on a primarily automobile-centric region with no special considerations of existing or proposed programs to reduce trips.

Under the DR EIR, Disney implemented and continues to operate a robust TDM program to reduce cast member trips to and from The Disneyland Resort. It includes a variety of measures including:

- Bicycle parking and amenities
- Online ride-matching and carpool/vanpool programs
- Guaranteed return trip

- Incentives for using alternative travel modes
- Flex schedule and telecommuting
- Electric vehicle parking and incentives
- Shuttle services
- Promotions, marketing, and education

Additionally, The Disneyland Resort provides infrastructure that reduces VMT. The ARSP SEIR and DR EIR combined permit the development of up to 40,600 hotel rooms within The Anaheim Resort from which guests can get to The Disneyland Resort without needing a private automobile. The East Esplanade transportation hub provides front-door passenger loading areas for Anaheim Resort Transportation buses, hotel shuttles, guest parking shuttles, and cast member parking shuttles, and Disney has installed pedestrian bridges over Magic Way and Disneyland Drive. Two additional pedestrian bridges may be constructed over Disneyland Drive between Magic Way and Katella Avenue. The Project also would include installation of at least one and up to three pedestrian bridges over Harbor Boulevard north of Disney Way and south of Manchester Avenue. In addition to providing safer and more efficient pedestrian flow around The Disneyland Resort, pedestrian bridges reduce VMT by reducing vehicle congestion (with fewer at-grade pedestrian conflicts) and, thereby, promoting more direct vehicular travel routes.

With the Project, Disney would continue to operate and improve the TDM program to minimize VMT and trips generated by the Project. Similar programs have been found to have a range of effectiveness at reducing VMT between 6.9% and 20%, and Disney's programs have been found effective based on annual reporting to the South Coast Air Quality Management District. These measures and the infrastructure improvements are estimated to reduce guest and cast member VMT 10% below OCTAM's forecasts. Under Criteria 1, this would reduce the Project-generated VMT per MSP to 21.3 miles under baseline conditions and 22.6 miles under cumulative conditions, both of which are below the significance thresholds. Under Criteria 2, the reduction of Project-generated VMT would reduce the Citywide VMT per MSP to 11.31 miles under baseline conditions and 11.16 miles under cumulative conditions, both of which are below the significance thresholds. Therefore, with implementation of these mitigation measures, the VMT impacts identified above would be reduced to a less-than-significant level.

Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The Project was reviewed to determine whether it would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible adjacent land uses (e.g., farm equipment). The Project would not include sharp curves or dangerous intersections. Most of the streets and intersections in the Project Area are already developed. The Project would remove the proposed extensions of Clementine Street and Gene Autry Way through the Toy Story Parking Lot, as discussed above, and install traffic signal control at the existing driveway to the Southeast District on Haster Street south of Katella Avenue, subject to a technical study proving the signal would meet warrants. Additionally, the Project would develop new transportation infrastructure including internal roadways, pedestrian bridges, and, potentially, vehicular flyovers (e.g., to provide direct access to the East Parking Area from Disney Way).

Each of these features would be designed and developed in compliance with City standards from the Building Division, Public Works, and the Fire & Rescue Department and would be reviewed and approved by City staff. Therefore, the designs would not result in hazardous conditions due to geometric configuration. As discussed in the Land Use section of Subsequent EIR No. 352, the Project is compatible with surrounding land uses.

The Project would not substantially increase hazards due to geometric designs or incompatible adjacent land uses. Therefore, the Project would result in a less-than-significant impact and no mitigation is required.

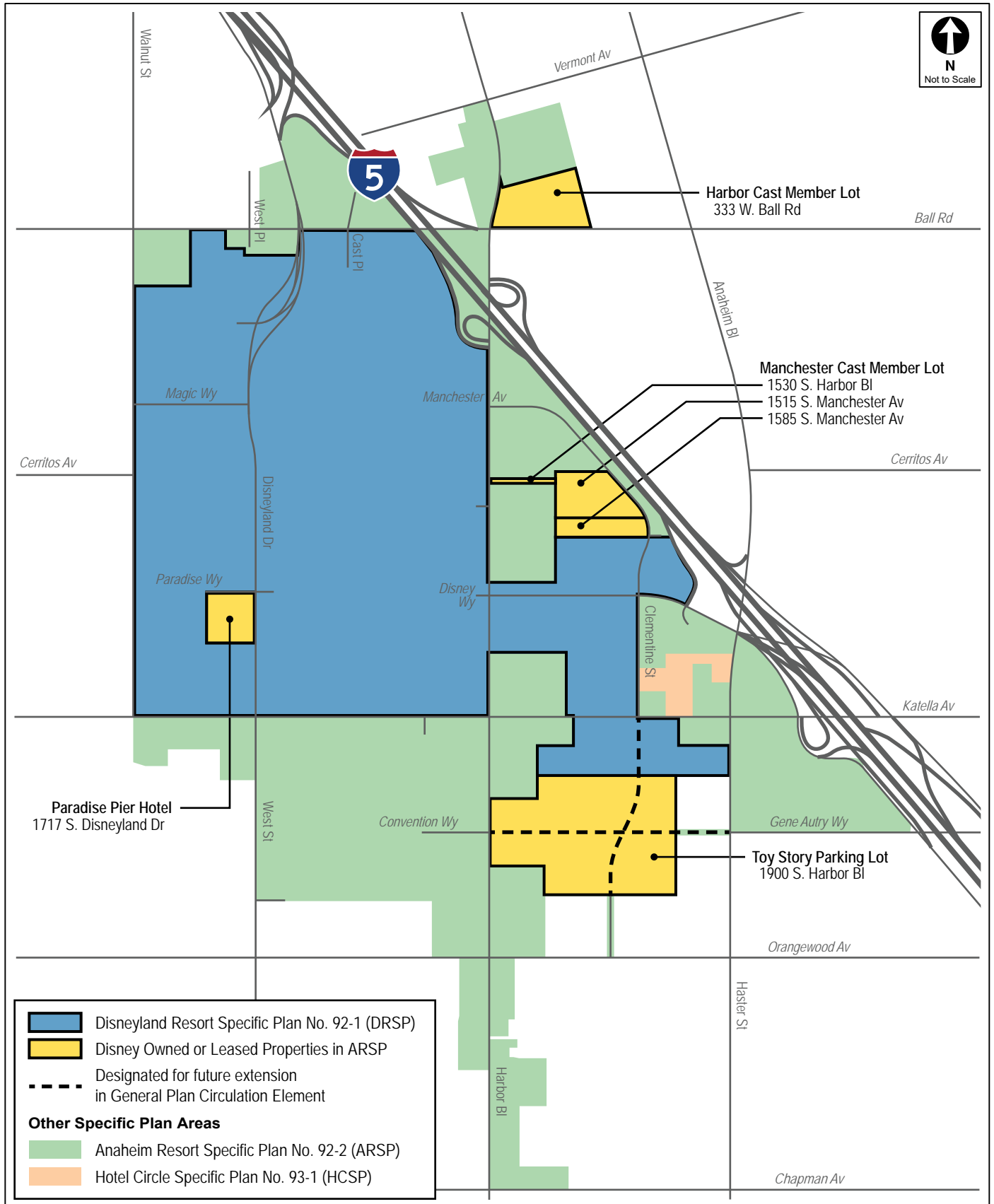
Would the project result in inadequate emergency access?

The Project was reviewed to determine whether it would result in inadequate emergency access. Most of the Project's access points and infrastructure improvements already have been developed in compliance with City standards. To the extent the Project would create new access points and infrastructure improvements, including new internal roadways, these access points and infrastructure improvements have not yet been developed or designed in detail. These features would be designed and developed in compliance with City standards from the Building Division, Public Works, and the Fire & Rescue Department. All designated fire lanes would meet

requirements and would be reviewed and approved by the Fire & Rescue Department prior to issuance of a building permit.

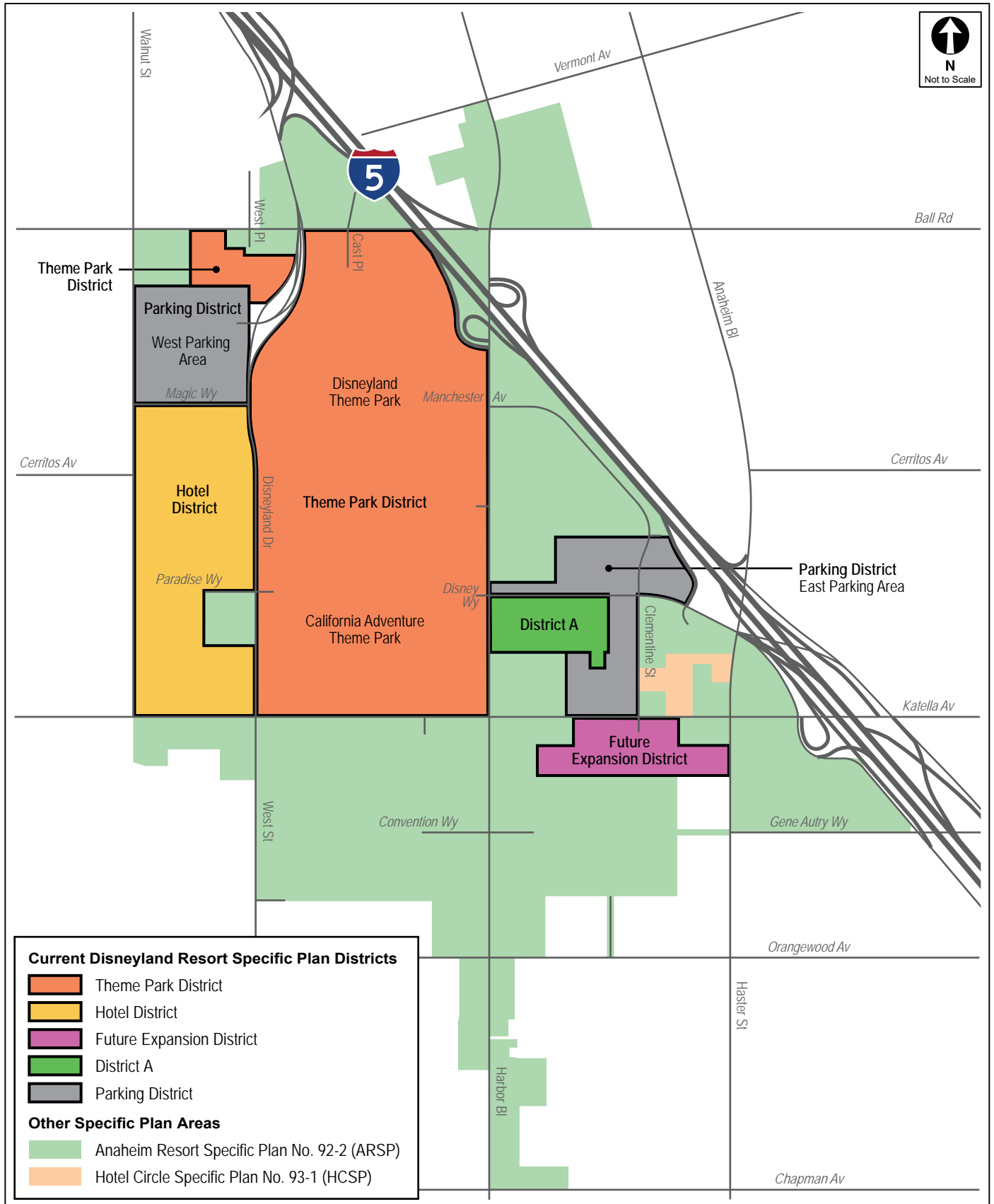
The Project's closure of Magic Way to public through traffic would not impede emergency access because the Project would maintain emergency vehicle access to all uses within The Disneyland Resort, including emergency vehicle access at Magic Way.

Temporary construction activities are not expected to result in the full closure of any public streets and, thus, public routes for emergency response would be provided during construction. Therefore, the Project would result in a less-than-significant impact with respect to emergency access and no mitigation is required.



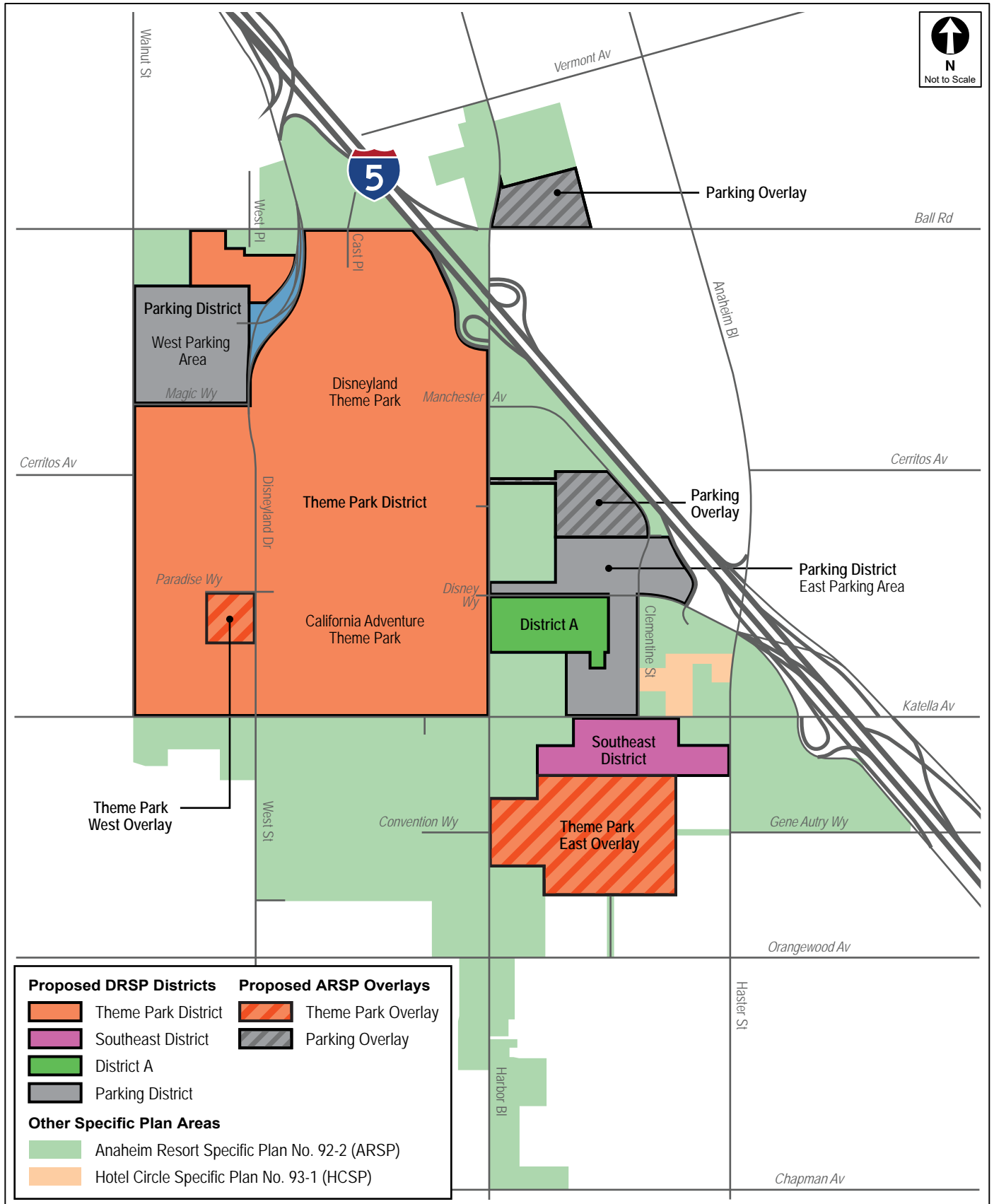
DRSP AND DISNEY ARSP PROPERTIES

FIGURE
ES-2



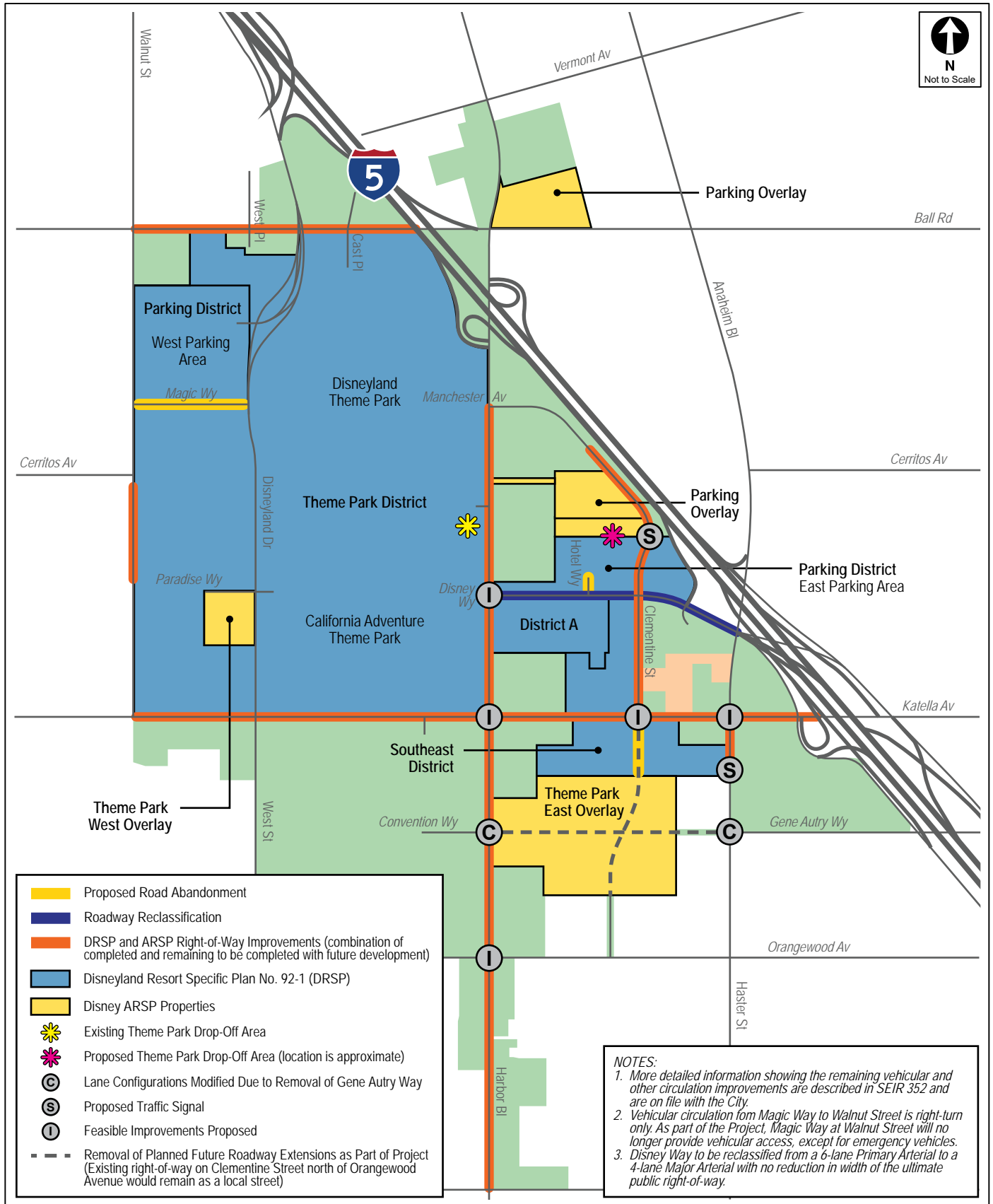
CURRENT DRSP DISTRICTS

FIGURE
ES-3



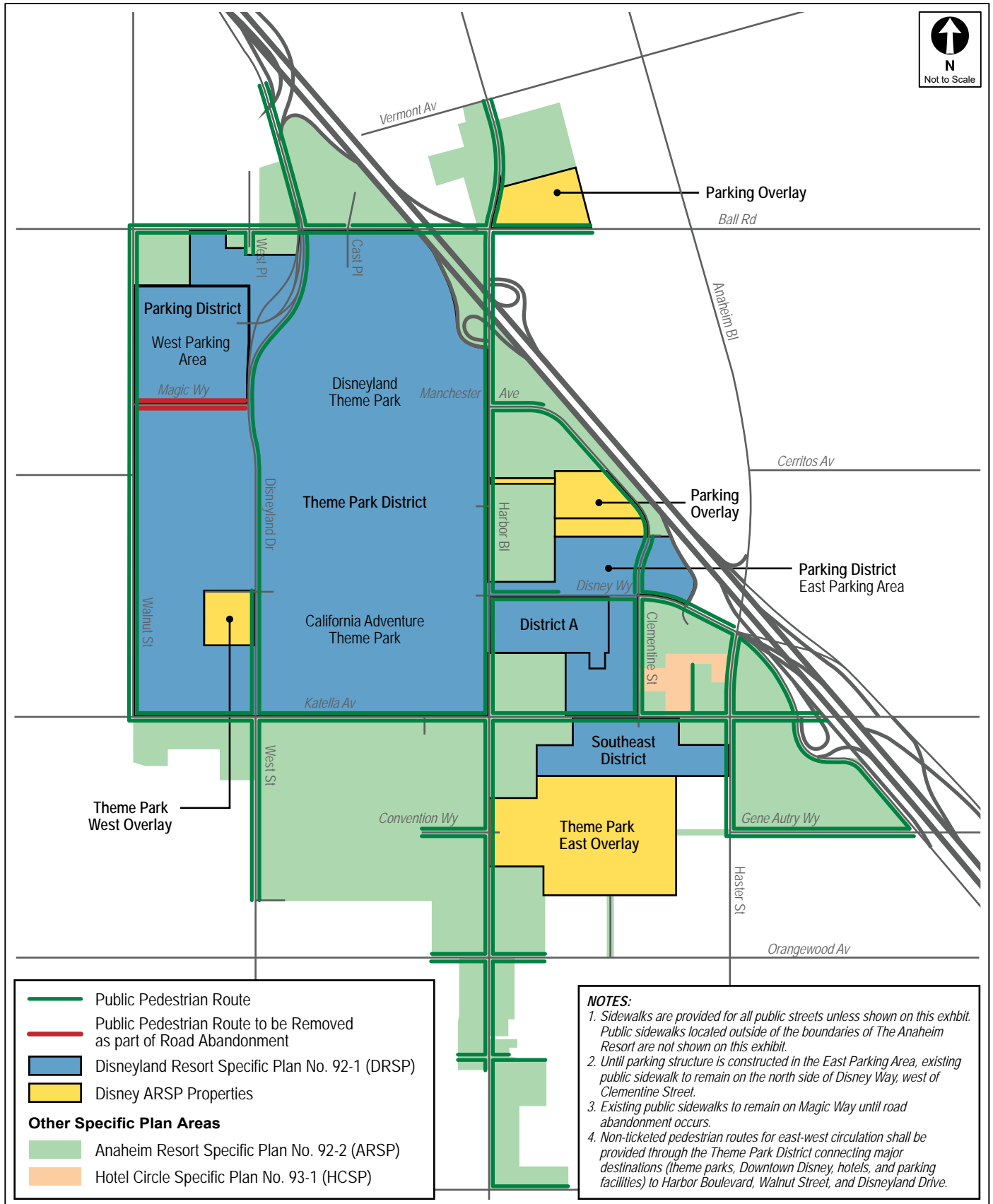
PROPOSED DEVELOPMENT DISTRICTS AND OVERLAYS

FIGURE
ES-4



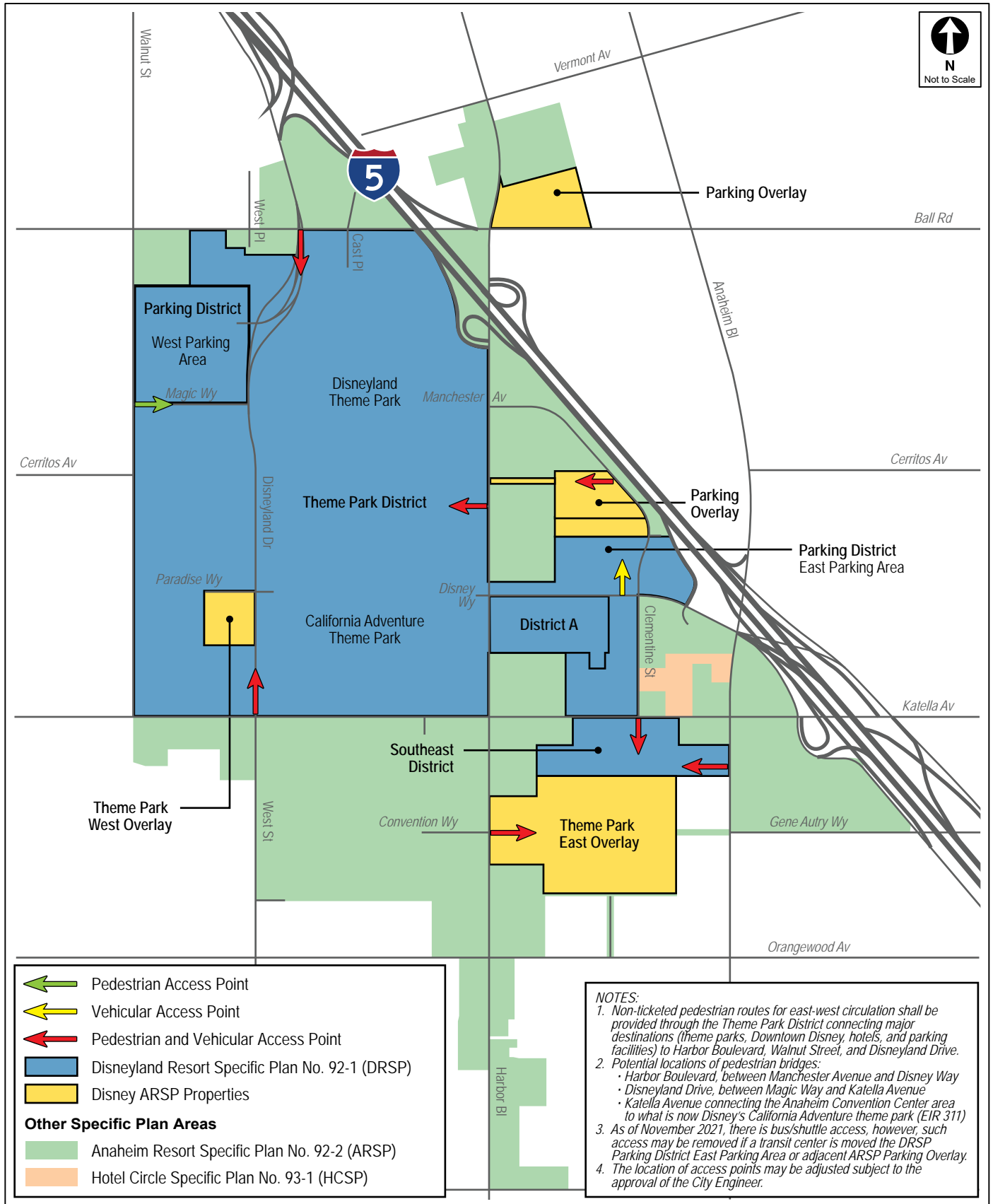
ROADWAY MODIFICATIONS AND VEHICULAR CIRCULATION PLAN

FIGURE ES-5



PROPOSED PEDESTRIAN CIRCULATION

FIGURE
ES-6



GUEST PEDESTRIAN AND VEHICULAR ACCESS POINTS

FIGURE ES-7

**TABLE ES-1
CURRENTLY PERMITTED DEVELOPMENT SUMMARY**

Land Use	Allowed by Specific Plan	Existing Development [a]	Remaining Entitlement [a]
Disneyland Resort Specific Plan			
Hotel District (97 acres)			
Hotel Rooms	5,600 rooms	2,342 rooms [b]	3,258 rooms
Hotel Retail/Restaurant	300,000 sf	159,549 sf	140,451 sf
Hotel Meeting Space	200,000 sf	161,220 sf	38,780 sf
Parking Spaces	9,930 spaces	5,885 spaces	4,045 spaces
Theme Park District (292 acres)			
Theme Park	6,850,000 sf	3,192,885 sf [c]	3,657,115 sf
Administration Building	475,000 sf	305,430 sf	169,570 sf
Administration Parking Spaces	2,300 spaces	1,545 spaces	755 spaces
Parking District (57.1 acres)			
East Parking Area	17,600 spaces	2,179 spaces [d]	15,421 spaces
West Parking Area	16,700 spaces	16,298 spaces	402 spaces
Future Expansion District (24.7 acres)			
Parking Area	5,100 spaces	2,529 spaces	2,571 spaces
Total	7,825,000 sf 5,600 hotel rooms 51,630 parking spaces	3,819,084 sf 2,342 hotel rooms 28,436 parking spaces	4,005,916 sf 3,258 hotel rooms 23,194 parking spaces
Disney ARSP Properties			
1515 S. Manchester Avenue 1585 S. Manchester Avenue 1530 S. Harbor Boulevard (Manchester Cast Member Lot) (14.88 acres)	1,116 hotel rooms (75 rooms per gross acre or 75 rooms per lot or parcel, whichever is greater)	Cast Member parking (1,261 spaces - temporary parking lot initially approved on May 8, 2019, and an approximately 67,424-sf office building)	1,116 hotel rooms
1900 S. Harbor Boulevard (Toy Story Lot) (44.66 acres)	3,348 hotel rooms (75 rooms per gross acre or 75 rooms per lot or parcel, whichever is greater) [e]	Toy Story Parking Lot (4,603 spaces - temporary parking lot approved through June 26, 2024)	3,348 hotel rooms
333 W. Ball Road (Harbor Cast Member Lot) (10.69 acres)	534 hotel rooms (50 rooms per gross acre or 75 rooms per lot or parcel, whichever is greater)	Cast Member parking (1,324 spaces)	534 hotel rooms
1717 S. Disneyland Drive (Paradise Pier Hotel) (5.15 acres)	564 hotel rooms (50 rooms per gross acre or 75 rooms per lot or parcel, whichever is greater) [f]	Paradise Pier Hotel (489 rooms and approximately 17,619 sf in ancillary commercial uses)	45 hotel rooms

Notes:

sf = square feet.

[a] These numbers are as of the date of the Notice of Preparation, October 21, 2021; over the course of this environmental review process, these numbers may change due to ongoing development efforts based on current entitlements.

[b] Existing hotel rooms include Vacation Ownership Resort (VOR) units at the Grand Californian Hotel and the Disneyland Hotel.

[c] This amount includes the existing 246,702 sf of retail, dining, and entertainment in Downtown Disney as of the NOP. The DRSP allows up to 350,000 sf of retail, dining and entertainment sf in either the Theme Park or Hotel District.

[d] This amount includes the existing 842 spaces in the Ball Cast Member Lot. The DRSP allows up to 5,000 parking spaces identified for the East Parking Area to be located in the Theme Park District.

[e] Acreage for density excludes ultimate public right-of-way for Clementine Street and Gene Autry Way.

[f] The Paradise Pier Hotel property is comprised of two parcels: a 4.48-acre parcel that includes 489 hotel rooms and a 0.67-acre property that is allowed 75 hotel rooms.

**TABLE ES-2
PROPOSED PERMITTED DEVELOPMENT SUMMARY**

Land Use	Maximum Allowable Development
Disneyland Resort Specific Plan	
Theme Park District (389 acres)	
Hotel Rooms	Up to 5,600 rooms [a]
Hotel Retail/Restaurant	Up to 300,000 sf
Hotel Meeting Space	Up to 200,000 sf
Parking for Hotel Uses	Up to 9,930 spaces
Theme Park District Retail Entertainment	Up to 350,000 sf [b]
Theme Park and Back-of-House Uses	Up to 6,850,000 sf [b,c]
Administration Building	475,000 sf
Administration Building Parking	2,300 spaces
Theme Park Parking	5,000 spaces [d]
Parking District (57.1 acres)	
East Parking Area	Up to 17,600 spaces [d]
West Parking Area	Up to 16,700 spaces
Southeast District (24.7 acres)	
Theme Park	Up to 390,000 sf [c]
Hotel Rooms	Up to 1,852 rooms [a]
Parking	5,100 spaces
Total Maximum Allowable Development	7,825,000 sf 5,600 hotel rooms 51,630 parking spaces
Disney ARSP Properties [e]	
Parking Overlay (25.57 acres) [f]	
1515 S. Manchester Avenue, 1585 S. Manchester Avenue, and 1530 S. Harbor Boulevard (Manchester Cast Member Lot)	A portion of the parking spaces allocated to the East Parking Area of the DRSP and up to 1,116 hotel rooms
333 W. Ball Road (Harbor Cast Member Lot)	Up to 5,700 parking spaces and up to 534 hotel rooms [g]
Theme Park East Overlay (44.66 acres) [h]	
1900 S. Harbor Boulevard (Toy Story Lot)	Up to 840,000 sf of theme park uses and up to 3,348 hotel rooms [c]
Theme Park West Overlay (5.15 acres)	
1717 S. Disneyland Drive (Paradise Pier Hotel)	Up to 80,000 sf of theme park uses and up to 564 hotel rooms [c]

Notes:

sf = square feet.

- [a] Up to 1,852 hotel rooms may be constructed in the Southeast District; however, an equivalent number of potential hotel rooms would be removed from the allotment for the Theme Park District, such that the maximum number of hotel rooms would not exceed 5,600.
- [b] Up to 350,000 sf of the theme park and back-of-house sf may be developed as retail, dining and entertainment sf.
- [c] Theme park sf may be constructed in the Southeast District and Theme Park East Overlay; however, an equivalent number of potential theme park sf would be removed from the allotment for the Theme Park District, such that the maximum theme park sf would not exceed 6,850,000 sf. The amount of restaurant sf in the Southeast District and the Theme Park East Overlay shall be further limited to up to 20 percent of the allotted theme park square footage in each District/Overlay.
- [d] Up to 5,000 parking spaces may be constructed within the Theme Park District; however, an equivalent number of potential spaces would be removed from the allotment for the East Parking Area.
- [e] Actual acres for hotel density to be determined by a licensed Civil Engineer / Land Surveyor.
- [f] For any square footage for back-of-house uses or limited retail, dining, and entertainment uses, the traffic generation characteristics of said uses shall not exceed those associated with the otherwise permitted hotel/motel (including accessory uses) density as determined by the City Traffic and Transportation Manager prior to approval of building plans. Further, the proposed development shall not result in infrastructure impacts greater than those associated with the property's permitted hotel/motel density, unless such impacts are duly analyzed and mitigated pursuant to subsequent environmental review (such impacts shall be determined through a sewer and traffic impact analysis to be submitted to the City Engineer). Additional infrastructure studies may be required as determined by the Planning Director.
- [g] Up to 5,700 parking spaces includes the number of existing spaces (1,324 spaces) plus additional spaces (4,376 spaces).
- [h] The planned extensions of Clementine Street and Gene Autry Way are proposed to be removed as part of the Project; therefore, the total acreage for the Theme Park East Overlay has been adjusted to include the acreages associated with these street rights-of-way; however, the maximum intensity of up to 3,348 hotel rooms would not change.

**TABLE ES-3
VMT ANALYSIS - CRITERIA 1**

Description	Baseline [a]	Cumulative [b]
County		
Countywide Total VMT	150,035,379	171,690,341
Modified Service Population		
<i>Employees / Residents / Students</i>	5,729,834	6,038,857
<i>Theme Park Visitors</i>	39,550	39,550
Total	5,769,384	6,078,407
VMT per Modified Service Population	26.0	28.2
Impact Threshold	22.1	24.0
Project, Before Mitigation		
Countywide Total VMT	1,797,862	2,019,725
Modified Service Population		
<i>Employees / Residents / Students</i>	36,344	40,886
<i>Theme Park Visitors</i>	39,550	39,550
Total	75,894	80,436
VMT per Modified Service Population	23.7	25.1
Significant Impact, Before Mitigation [c]	YES	YES
Amount Above Impact Threshold	7.2%	4.6%
Estimated Mitigation Effectiveness	10%	
Project VMT per Modified Service Population, After Mitigation	21.3	22.6
Significant Impact, After Mitigation [c]	NO	NO

Notes:

- [a] Baseline condition is based on OCTAM's existing baseline (calibrated to year 2016).
- [b] Cumulative condition is based on OCTAM's future cumulative condition (estimated to year 2045).
- [c] A significant impact is identified if the Project-generated VMT per Modified Service Population exceeds the impact threshold, which is 15% below the County-wide VMT per Modified Service Population.

**TABLE ES-4
VMT ANALYSIS - CRITERIA 2**

Description	Baseline [a]	Cumulative [b]
<i>No Project Conditions</i>		
Citywide Total VMT	8,531,141	9,787,591
Modified Service Population		
<i>Employees / Residents / Students</i>	700,784	818,683
<i>Theme Park Visitors</i>	39,550	39,550
Total	740,334	858,233
VMT per Modified Service Population	11.52	11.40
<i>With Project Conditions, Before Mitigation</i>		
Citywide Total VMT	8,550,197	9,778,064
Modified Service Population		
<i>Employees / Residents / Students</i>	700,784	818,683
<i>Theme Park Visitors</i>	39,550	39,550
Total	740,334	858,233
VMT per Modified Service Population	11.55	11.39
Significant Impact, Before Mitigation [c]	YES	NO
<i>Mitigation Effectiveness</i>		
Project-Only VMT, Before Mitigation [d]	1,797,862	2,019,725
Estimated Mitigation Effectiveness	10%	10%
Project VMT Reduction due to Mitigation	(179,786)	(201,973)
<i>With Project Conditions, After Mitigation</i>		
Citywide Total VMT, Before Mitigation	8,550,197	9,778,064
Project VMT Reduction due to Mitigation	(179,786)	(201,973)
Citywide Total VMT, After Mitigation	8,370,411	9,576,091
Modified Service Population	740,334	858,233
VMT per Modified Service Population	11.31	11.16
Significant Impact, After Mitigation [c]	NO	NO

Notes:

[a] Baseline condition is based on OCTAM's existing baseline (calibrated to year 2016).

[b] Cumulative condition is based on OCTAM's future cumulative condition (estimated to year 2045).

[c] A significant impact is identified if the VMT per Modified Service Population is greater with the Project than without the Project.

[d] See Table ES-3.

Chapter 1

Introduction

This report presents the California Environmental Quality Act (“CEQA”) transportation analysis conducted for the DisneylandForward Project (“Project”) proposed by Walt Disney Parks and Resorts U.S., Inc. (“Applicant” or “Disney”) in the City of Anaheim (“City”). The Project would allow continued, long-term growth of The Disneyland® Resort by allowing the transfer of uses permitted under The Disneyland Resort Project to other areas of the Disneyland Resort Specific Plan No. 92-1 (“DRSP”) and properties within the Anaheim Resort Specific Plan No. 92-2 (“ARSP”) area owned or leased by Disney or other subsidiaries of The Walt Disney Company (“Disney ARSP Properties,” and, collectively, with Disney’s properties in the DRSP, “Disney Property” or “Disney Properties”). These areas are or will be considered to be part of The Disneyland Resort Project as modified by the Project.

The Project would not increase the amount of development square footage or hotel rooms currently allowed in the DRSP and analyzed in Environmental Impact Report No. 311, which the City certified in 1993, or the number of hotel rooms currently allowed in the ARSP and analyzed in Supplemental Environmental Impact Report No. 340, which the City certified in 2012. However, the Project would permit an increase of 4,376 theme park-related parking spaces in the ARSP.

The Project would require, among other things, approval of modifications to the DRSP, ARSP, *City of Anaheim General Plan Circulation Element* (City, June 2018) (“General Plan Circulation Element”), and *Master Plan of Arterial Highways* (Orange County Transportation Authority [“OCTA”], 2017) (“MPAH”). The City is preparing a Subsequent Environmental Impact Report (“Subsequent EIR”) No. 352 to analyze the Project’s potentially significant impacts. This report has been prepared to be included in the Subsequent EIR analysis.

PROJECT LOCATION

The Project is located entirely within an area known as The Anaheim Resort®, a 1,078-acre portion of the City especially designated by the City's General Plan for Commercial Recreation land uses and intended to provide for tourist and entertainment-related industries, such as theme parks, hotels, tourist-oriented retail, movie theaters, and other visitor-serving facilities. The Anaheim Resort is located 35 miles southeast of downtown Los Angeles, seven miles northwest of Santa Ana, and just north of Garden Grove in central Orange County. The Anaheim Resort includes three specific plan areas: DRSP, ARSP, and Hotel Circle Specific Plan No. 93-1. A map of the Project vicinity is provided in Figure 1, *Local Vicinity and Existing Specific Plan Designations*.

Project Site

The Project Site includes the entirety of the DRSP area (i.e., The Disneyland Resort, including the existing Theme Park, Hotel, Parking, and Future Expansion Districts) and the following Disney ARSP Properties:

- 1515 S. Manchester Avenue (currently used as the Manchester Cast Member⁸ Lot ["MCML"])
- 1585 S. Manchester Avenue (currently occupied by an office building and also currently used as the MCML)
- 1530 S. Harbor Boulevard (currently used as the MCML)
- 1900 S. Harbor Boulevard (currently used as the Toy Story Parking Lot ["Toy Story Lot"])
- 333 W. Ball Road (currently used as the Harbor Cast Member Lot ["HCML"])
- 1717 S. Disneyland Drive (Paradise Pier Hotel)

The properties located at 1515 S. Manchester Avenue, 1585 S. Manchester Avenue, and 1530 S. Harbor Boulevard are collectively referred to as MCML. All Disney ARSP Properties are owned and operated by Disney with the exception of the Paradise Pier Hotel, where the hotel is owned

⁸ Cast Member is a term used by Disney for an employee of The Disneyland Resort.

and operated by Disney and the underlying land is owned and ground leased by a third party to Disney. The Project Site also includes areas identified in the General Plan Circulation Element as planned extensions of Gene Autry Way between Harbor Boulevard and Haster Street and Clementine Street between Katella Avenue and Orangewood Avenue, portions of which are outside The Anaheim Resort. A map of the Project Site is provided in Figure 2, *DRSP and Disney ARSP Properties*.

CURRENTLY APPROVED DEVELOPMENT

Development at the Project Site is currently governed by the DRSP and the ARSP as summarized in Table 1, *Currently Permitted Development Summary*.

Permitted DRSP Development

The environmental impacts of The Disneyland Resort Project, including the DRSP, were analyzed in Environmental Impact Report (“EIR”) No. 311, which was certified by the City of Anaheim in 1993 along with the adoption of Mitigation Monitoring Program No. 0067. In 1996, in conjunction with an amendment to The Disneyland Resort Project, the City Council approved an Addendum to EIR No. 311, including a Modified Mitigation Monitoring Plan No. 0067. The prior CEQA review for The Disneyland Resort Project is referred to as the “DR EIR” in this report. The Disneyland Resort Project currently allows the following development:

- Theme Park District: Up to 6,850,000 square feet (“sf”) of theme park uses, up to 1,025 hotel rooms, and up to 475,000 sf of administration buildings with up to 2,300 associated parking spaces
- Hotel District: Up to 5,600 hotel rooms (including the 1,025 hotel rooms allowed in the Theme Park District), up to 300,000 sf of retail/restaurant uses, up to 9,930 parking spaces, and up to 200,000 sf of meeting rooms/convention space
- Theme Park District/Hotel District: Up to 350,000 sf of the theme park square footage allowed in the Theme Park District may be developed as a retail entertainment center in the Hotel District
- Parking District, East Parking Area: Up to 17,600 parking spaces, including up to 5,000 parking spaces that may be located in the Theme Park District

-
- Parking District, West Parking Area: Up to 16,700 parking spaces
 - Future Expansion District: Up to 5,100 parking spaces

As of the date of the Notice of Preparation of Subsequent EIR No. 352 for the Project, October 21, 2021, Disney has developed approximately 45% of entitled square footage of theme park space within the Disneyland and Disney California Adventure theme parks, 2,342 hotel rooms, and approximately 28,436 guest and cast parking spaces, along with various other components of the allowed development. As shown in Table 1, Disney has remaining entitlements within the DRSP area to develop approximately 3,657,115 sf of theme park, 3,258 hotel rooms, and 23,194 guest and cast parking spaces, along with various other components of development. Figure 3, *Current DRSP Districts*, shows the existing DRSP Districts.

Permitted ARSP Development

The City analyzed the environmental impacts of the ARSP Project in Master Environmental Impact Report No. 313 (“Master EIR”), which the City certified in 1994, along with the adoption of Mitigation Monitoring Program No. 85C. In December 2012, the City certified Supplemental EIR No. 340 in support of the approval of the Amendment No. 14 to the ARSP Project (“ARSP SEIR”). As detailed in Table 1, the ARSP as amended allows development on Disney ARSP Properties of up to 75 or 50 hotel rooms per gross acre with approval of a Final Site Plan as indicated below:

- Up to 1,116 hotel rooms on 1515 S. Manchester Avenue, 1585 S. Manchester Avenue, and 1530 S. Harbor Boulevard
- Up to 3,348 hotel rooms at 1900 S. Harbor Boulevard
- Up to 534 hotel rooms at 333 W. Ball Road
- Up to 564 hotel rooms at 1717 S. Disneyland Drive (Paradise Pier Hotel)

Section 18.116.070 of the City of Anaheim Municipal Code also allows the development of theme parks, entertainment venues, and transportation facilities on these properties with approval of a conditional use permit.

PROJECT DESCRIPTION

The Project would not increase the amount of previously approved theme park square footage or hotel rooms. However, the Project would permit an increase of 4,376 theme park-related parking spaces in the ARSP. It would also allow transfer of theme park, hotel, and other retail, dining, and entertainment uses, and parking permitted in The Disneyland Resort Project to Disney Properties and provide for administrative review of Disney's projects. The Project would require, among other things, the approval of amendments to the DRSP, ARSP, General Plan Circulation Element, and MPAH. Figure 4, *Proposed Development Districts and Overlays*, shows a map of the proposed DRSP districts and ARSP zoning overlays within the Project Site. Table 2, *Proposed Permitted Development Summary*, summarizes the proposed development limits with the Project.

DRSP Amendments

The Project proposes to reallocate allowable land uses within the Theme Park District (389 acres), the Parking District (57.1 acres), and the Southeast District (24.7 acres). The former Hotel District would become part of the Theme Park District and the Future Expansion District would become the Southeast District.

The Project would allow Disney to move a portion of the unused approved theme park square footage to the existing Hotel District, which would become part of the new expanded Theme Park District of the DRSP. The Project also would allow Disney to move a portion of the unused approved theme park square footage to the existing Future Expansion District, which would become the Southeast District of the DRSP, and to the proposed Theme Park East and West Overlays of the ARSP.

Under the Project, Disney could develop cumulatively up to 6,850,000 previously approved sf of theme park uses in the DRSP, including up to 6,850,000 previously approved sf in the expanded Theme Park District if all theme park square footage were developed in the expanded Theme Park District. Disney could also develop a portion of this previously approved theme park square footage in the newly renamed Southeast District (up to 390,000 sf), in the proposed Theme Park East Overlay (up to 840,000 sf), and in the proposed Theme Park West Overlay (up to 80,000 sf). If theme park square footage is developed in the Southeast District and Theme Park East and

West Overlays, an equivalent amount of theme park square footage would be removed from the allotment for the Theme Park District, such that the maximum theme park square footage would not exceed 6,850,000 sf.

Similarly, the Project would allow Disney to move the unused portion of the hotel room approvals from the existing Hotel District to the existing Theme Park District or the existing Future Expansion District, the newly renamed Southeast District. Under the Project, Disney could develop cumulatively up to 5,600 previously approved hotel rooms in the DRSP, including a combination of up to 5,600 previously approved hotel rooms in the expanded Theme Park District if all hotel rooms were developed in the expanded Theme Park District and up to 1,852 previously approved hotel rooms in the newly renamed Southeast District.

Disney is not seeking additional square footage for theme park uses or retail entertainment uses or additional hotel rooms within The Disneyland Resort as part of this Project. Instead, the Project would allow Disney to move the existing approvals to other areas governed by the DRSP and ARSP. The DRSP also would be amended consistent with the General Plan amendments described below, including changes to the circulation system.

ARSP Amendments

The Project would create a Theme Park East Overlay within the ARSP for the existing Toy Story Parking Lot and a Theme Park West Overlay within the ARSP for the existing Paradise Pier Hotel. The Theme Park Overlay would allow Disney to develop theme park uses on these properties concurrently with the development of theme park uses on the expanded Theme Park District or the Southeast District of the DRSP. With the Project, Disney could develop up to 840,000 sf of previously approved theme park uses within the Theme Park East Overlay and up to 80,000 sf of previously approved theme park uses within the Theme Park West Overlay for a cumulative total of up to 920,000 sf of previously approved theme park uses in these Overlays. The Anaheim Municipal Code currently allows theme park uses in these Overlay areas with approval of a conditional use permit.

The Project would create a Parking Overlay within the ARSP for the Disney ARSP Properties located at 1515 S. Manchester Avenue, 1585 S. Manchester Avenue, 1530 S. Harbor Boulevard,

and 333 W. Ball Road. The Project would increase the number of permitted theme park parking spaces in the Parking Overlay at 333 W. Ball Road, permitting up to 5,700 parking spaces (this includes 1,324 existing spaces plus 4,376 additional spaces). The Parking Overlay would permit development of the same type of parking and transportation facilities allowed under Anaheim Municipal Code Section 18.114.080 for the East Parking Area of the DRSP Parking District, and the same type of back-of-house uses, limited retail, and dining and entertainment uses allowed under Anaheim Municipal Code Section 18.114.060 for the Theme Park District of the DRSP.

Disney could also develop hotel rooms in these Overlays as permitted by the existing ARSP and summarized in Table 2.

The ARSP also would be amended consistent with the General Plan amendments described below, including changes to the circulation system.

Vehicular Circulation

Convenient automobile access to The Disneyland Resort is an essential component of the success of The Disneyland Resort Project. Most visitors come to the Project area by automobile or bus, and it is especially important that the visitors' experience be pleasant upon both arrival and departure. To assure this, the DRSP requires numerous improvements to the circulation system designed to enhance the visitor experience and ensure a safe and efficient transportation system for residents and employees in the area.

Improvements for area roads implemented and to be implemented in connection with The Disneyland Resort Project include enhanced connections with Interstate 5, improvements to the arterial and secondary road system, and construction of parking facilities to accommodate visitors to The Disneyland Resort and the Anaheim Convention Center. Many of these improvements have been constructed since approval of The Disneyland Resort Project in 1993. The Project would continue to implement physical improvements to the local transportation system envisioned by mitigation measures in the prior EIRs to enhance connectivity, access, and safety.

The proposed vehicular circulation system is depicted in Figure 5, *Roadway Modifications and Vehicular Circulation Plan*. General vehicular access would continue to be provided from I-5 and

the following signalized intersections under the jurisdiction of the City of Anaheim: Ball Road & Disneyland Drive, Katella Avenue & Disneyland Drive, Harbor Boulevard & Disney Way, Convention Way & Harbor Boulevard, Clementine Street & Katella Avenue, Clementine Street & Disney Way, Manchester Avenue & Harbor Boulevard, and Ball Road & Harbor Boulevard. The Project requests the following modifications to the City's Circulation Transportation System as shown in Figure 5:

Orange County Master Plan of Arterial Highways Amendment.

- Removal of the planned future extensions of Clementine Street between Katella Avenue and Orangewood Avenue and Gene Autry Way between Harbor Boulevard and Haster Street, which are planned through the Southeast District of the DRSP and the adjacent Theme Park East Overlay in the ARSP
- Reclassification of Disney Way between Anaheim Boulevard and Harbor Boulevard from a six-lane Major Arterial to a four-lane Primary Arterial

General Plan Amendment.

- Approval of an amendment to the General Plan Circulation Element and the City's Bicycle Master Plan to remove the Class I Bike Path in the Southern California Edison ROW between Harbor Boulevard and Anaheim Boulevard and add a Class I Bike Path on the north side of Disney Way between Clementine Street and Anaheim Boulevard Approval of an amendment to the General Plan Circulation Element and the City's Bicycle Master Plan to add a Class I Bike Path on the west side of Clementine Street between Alro Way and Disney Way (limits subject to change based on determination of proposed dedication)
- Removal of the planned future extensions of Clementine Street between Katella Avenue and Orangewood Avenue, and Gene Autry Way between Harbor Boulevard and Haster Street, which are planned through the Southeast District of the DRSP and the adjacent Theme Park East Overlay in the ARSP
- Approval of an amendment to the General Plan Circulation Element and the City's Planned Roadway Network map (Figure C-1 of the General Plan Circulation Element) to reflect the following intersection lane configurations:
 - At Harbor Boulevard & Convention Way, provide two left-turn lanes, one shared through/right-turn lane, and one exclusive right-turn lane on the eastbound approach and one left-turn lane, one shared through/right-turn lane, and one exclusive right-turn lane on the westbound approach (consistent with existing configuration)⁹
 - At Haster Street & Gene Autry Way, provide a single shared left-turn/through/right-turn lane for the eastbound approach and three left-turn lanes and two right-turn

⁹ The final intersection configuration is subject to change and will be finalized when a site-specific access analysis is conducted for the Theme Park East Overlay.

lanes for the westbound approach. The northbound approach would be equipped with a right-turn signal overlapping with the westbound left-turn signal phase

- Reclassification of Disney Way between Anaheim Boulevard and Harbor Boulevard from a six-lane Major Arterial to a four-lane Primary Arterial (with no reduction to the width of the ultimate public ROW)
- Approval of an amendment to the General Plan Circulation Element and the City's Bicycle Master Plan to modify the classification of the planned bike facility on Walnut Street between Katella Avenue and Ball Road from Class II Bike Lanes to a Class I Bike Path on the east side of Walnut Street

Street Abandonment.

- Abandonment of public ROW on Magic Way between Walnut Street and Disneyland Drive (pedestrian and emergency access would be provided)
- Abandonment of public ROW on Clementine Street between Katella Avenue and the southern property line of the proposed Southeast District of the DRSP
- Abandonment of public ROW on Hotel Way north of Disney Way

Other Improvements.

- Installation of a pedestrian signal on Walnut Street at Magic Way
- Installation of a Class I Bike Path with a single two-way, off-street, shared-use pathway for pedestrians and bicycles with a minimum width of 10 feet¹⁰ on the east side of Walnut Street from Ball Road to Katella Avenue

Installation of (1) a Class I Bike Path with a minimum width of 10 feet on the north side of Disney Way between Anaheim Boulevard¹¹ and Clementine Street; (2) a single two-way, off-street, shared-use pathway for pedestrians and bicycles with a minimum width of 10 feet on the west side of Clementine Street between Alro Way and Disney Way; and (3) a bike parking facility in the East Parking Area and/or the Parking Overlay just north of the East Parking Area

- Provide in-lieu contribution and dedicate ROW adjacent to the Project Site on Ball Road and Haster Street for proposed Class II Bicycle Lanes on those streets
- Installation of traffic signal control at the existing driveway to the Southeast District on Haster Street south of Katella Avenue¹²

¹⁰ Where utility relocations are not feasible, the pathway may include brief sections with a minimum width of eight feet.

¹¹ The portion between Anaheim Boulevard and the I-5 southbound off-ramp is under Caltrans jurisdiction. Disney would work with Caltrans to approve and implement this Bike Path.

¹² This action would be subject to a traffic signal warrant analysis.

-
- Installation of traffic signal control at the intersection of Manchester Avenue / Clementine Street & Alro Way¹³
 - Construction of at least one and up to three grade-separated pedestrian bridges over Harbor Boulevard north of Disney Way and south of Manchester Avenue with public access to/from the sidewalk on Harbor Boulevard
 - Widen Katella Avenue to four westbound lanes along Disney's property adjacent to the Theme Park District from Disneyland Drive to approximately 800 feet west of Harbor Boulevard
 - Widen Katella Avenue to four eastbound lanes along Disney's property adjacent to the Southeast District (from approximately 700 feet west of Clementine Street to approximately 400 feet east of Clementine Street)

Trip Reduction Measures

The Project would continue to implement a number of trip reduction measures, including those that directly support alternative means of transportation like transit, bicycle travel, and pedestrian movement. Consistent with the originally approved The Disneyland Resort Project and ARSP Project, this Project would include pedestrian linkages between land uses and areas of the Project Site, including landscaped walkways, promenades, and plazas. To further enhance pedestrian circulation and connectivity between land uses, the Project would include opportunities for construction of at least one and up to three grade-separated pedestrian bridges over Harbor Boulevard north of Disney Way and south of Manchester Avenue and up to two additional pedestrian bridges over Disneyland Drive.

The Project would continue to implement and administer a comprehensive Transportation Demand Management ("TDM") program for all cast members, as detailed in Chapter 4.

Pedestrian Circulation

The development of new attractions and hotel rooms and construction of the peripheral public parking facilities and mass transit systems discussed in this section have increased pedestrian activity in both the Project Site and the surrounding Anaheim Resort. This has enhanced the urban

¹³ This action would be subject to a traffic signal warrant analysis.

character of the Project Site and requires that facilities be provided to meet the needs of pedestrians.

Figure 6, *Proposed Pedestrian Circulation*, illustrates the existing and proposed pedestrian circulation system within the Project Site and surrounding area. Pedestrian routes, pedestrian and vehicular access points, and approximate pedestrian bridge locations are identified in Figure 7, *Guest Pedestrian and Vehicular Access Points*. The primary destinations of pedestrians within the surrounding area will be:

- The Theme Park District
- The Southeast District
- East and West Parking Areas within the Parking District
- The Disneyland Resort hotels within the Theme Park District and Southeast District
- The Theme Park Overlays and Parking Overlays of the ARSP
- Hotels, restaurants, businesses, and parking in the surrounding Anaheim Resort
- The Anaheim Convention Center
- Downtown Disney
- Theme Parks

Grade-separated pedestrian bridges serve as a key connector over public street ROW, connecting users from one side of the street to the other without impeding traffic flow. Grade-separated pedestrian bridges currently exist over Disneyland Drive and Magic Way. The Project may construct two additional pedestrian bridges over Disneyland Drive between Magic Way and Katella Avenue. The Project also will construct at least one and up to three grade-separated pedestrian bridges over Harbor Boulevard north of Disney Way and south of Manchester Avenue in connection with the construction and prior to the operation of parking structures and/or a substantial increase in surface spaces or substantial change in operation of those spaces in the DRSP Parking District (East Parking Area) and/or the adjacent Parking Overlay. As an example, those Cast Members parking in existing surface spaces in the Parking Overlay north of the East Parking Area currently take a shuttle to the theme parks and no pedestrian access to Harbor

Boulevard is permitted until such time that a pedestrian bridge is constructed. Approximate pedestrian bridge locations are identified in Figure 7.

An existing pedestrian route running east-west between Harbor Boulevard and Disneyland Drive currently serves as the main connection to the entrances of Disneyland and Disney California Adventure, including ticket booths and entry gates. To the west of the theme park entrances, this walkway becomes the retail, dining and entertainment district known as Downtown Disney, continuing westward on a grade-separated pedestrian bridge constructed over the lowered Disneyland Drive, and currently ending near The Disneyland Resort hotels west of Disneyland Drive. Pedestrian-friendly furnishings, retail and dining uses, and landscaping exist all along this pedestrian route, which is, while generally open to the public, on private property and subject to Disney restrictions. Project implementation may include reconfiguration and/or replacement of the existing east-west pedestrian route, including the space currently devoted to central theme park ticketing and gate functions. With any such changes, a non-ticketed pedestrian route for east-west circulation shall be provided through the Theme Park District connecting major destinations (theme parks, Downtown Disney, hotels, and parking facilities) to Harbor Boulevard and Walnut Street and would meet public safety size requirements.

Project Land Use Analysis Scenario

While the Project allows the transfer of permitted uses among Disney Properties, this study analyzed a specific scenario that was identified as having the greatest change to traffic conditions compared with the current entitlements (i.e., development of the Project Site to the full permitted density at the currently permitted locations). That scenario includes developing the maximum 1,852 hotel rooms (along with the permitted 5,100 parking spaces) within the Southeast District and developing the remaining allowed 1,406 hotel rooms along the north side of the Theme Park District south of Ball Road (rather than developing additional hotels within the current Hotel District). Five hundred of those hotel rooms would be located west of Disneyland Drive, with access from Ball Road at Flore Street / West Place, and the remaining 906 hotel rooms would be located east of Disneyland Drive, with access from Ball Road at Ox Road / Cast Place. The scenario also includes development of 5,700 parking spaces at HCML, an increase of 4,376 spaces over what is currently provided. While development of theme park square footage and retail, dining, and entertainment uses would be permitted on Disney Properties outside of the

existing Theme Park District, parking for those uses would not change from current entitlements (other than the proposed additional parking at HCML) and, therefore, any relocations of those uses would not affect traffic patterns. This scenario also assumes development of the hotel rooms currently permitted within the Disney ARSP Properties. This analyzed scenario is illustrated in Figure 8, *Analyzed Project Land Use Scenario*.

Traffic volume forecasts were developed based on this analyzed scenario for use in a non-CEQA transportation analysis for the Project. They were also used in non-transportation CEQA analyses (air quality, noise) presented in Subsequent EIR No. 352. They are provided in Appendix A.

PRIOR ENVIRONMENTAL ANALYSIS

The DR EIR and ARSP SEIR analyzed and identified the environmental impacts of buildout of the DRSP and ARSP, respectively. Both documents analyzed transportation impacts on the basis of level of service (“LOS”) at intersections and street segments. However, State of California Senate Bill 743 (Steinberg, 2013) and CEQA Guidelines Section 15064.3, subdivision (b), resulted in a change to CEQA that now requires transportation impacts to be analyzed on the basis of vehicle miles traveled (“VMT”) rather than LOS. Therefore, the environmental analysis methodology from the DR EIR and ARSP SEIR for transportation impacts is no longer applicable under CEQA. Nonetheless, below is a summary of the transportation analysis of the DR EIR and the ARSP SEIR.

DR EIR

The DR EIR analyzed City intersections based on forecast conditions in the years 2000 and 2010. With substantial infrastructure improvements, through the implementation of project design features (“PDFs”) and mitigation measures (“MMs”), summarized below, City streets and intersections were projected to operate at acceptable LOS D or better during the afternoon peak hour. The DR EIR also projected traffic volumes on various freeway segments under the guidelines of the then-current *1991 Orange County Congestion Management Program* (OCTA, 1991). The DR EIR found that buildout of the DRSP would generate hundreds of peak hour trips on the freeway system, including the mainline freeway lanes and the high occupancy vehicle

lanes. It identified afternoon peak hour deficiencies by Year 2000 on Interstate 5 (“I-5”) between State Route (“SR”) 91 and Harbor Boulevard, between Harbor Boulevard and Katella Avenue, and between Katella Avenue and SR 22, although the I-5 widening project, which has since been completed, was expected to fully mitigate these deficiencies. The DR EIR also projected substantial traffic impacts on Disney Way (formerly Freedman Way) between Manchester Avenue / Clementine Street and I-5 during the morning and late-night peak hours, although those hours were not quantitatively analyzed in the DR EIR. The City adopted a Statement of Overriding Considerations with regard to these significant and unavoidable impacts.

The DR EIR identified various PDFs and MMs to reduce the traffic impacts associated with buildout of the currently approved development, including major infrastructure improvements within the vicinity. Those infrastructure improvements have already been implemented and operational for many years. On-going operational MMs such as TDM measures and construction traffic management measures continue to be implemented. PDFs also have been implemented within those components of the DRSP constructed to date. The complete list of required PDFs and MMs from the DR EIR is provided in Appendix B.

ARSP SEIR

Master EIR No. 313 analyzed the environmental impacts of the ARSP Project and was certified by the City in 1994, along with the adoption of Mitigation Monitoring Program No. 85C. The ARSP SEIR, certified by the City in 2012 to support an amendment to the ARSP, analyzed the impacts associated with full buildout of the ARSP area, including buildout of the DRSP, which is wholly located within the ARSP study area. The ARSP permits a maximum of 35,000 hotel rooms, expansion of the Anaheim Convention Center to 2.12 million sf, and a total of 320,000 sf of additional commercial and event space. Under the ARSP, in lieu of hotel rooms, commercial space can be developed at a rate of 600 sf per permitted hotel room.

The ARSP SEIR projected traffic conditions for “Interim Year” 2015 and “General Plan Buildout” Year 2030 based on the Anaheim Traffic Analysis Model, which included development of The Disneyland Resort based on the DR EIR. It analyzed intersections and arterial street segments in Anaheim and the Cities of Orange and Garden Grove as well as the California Department of Transportation (“Caltrans”) mainline freeway and ramp facilities. It concluded that full build-out of

the ARSP would not result in significant intersection impacts by Interim Year 2015 conditions, but significant impacts might remain at up to nine analyzed intersections under General Plan Buildout Year 2030 conditions if necessary MMs were found to be infeasible or were otherwise unable to be implemented.

The City adopted a Statement of Overriding Considerations with certification of the ARSP SEIR. The ARSP SEIR also identified various MMs that may apply to the Project. The complete list of MMs and conditions of approval for the ARSP SEIR is provided in Appendix B.

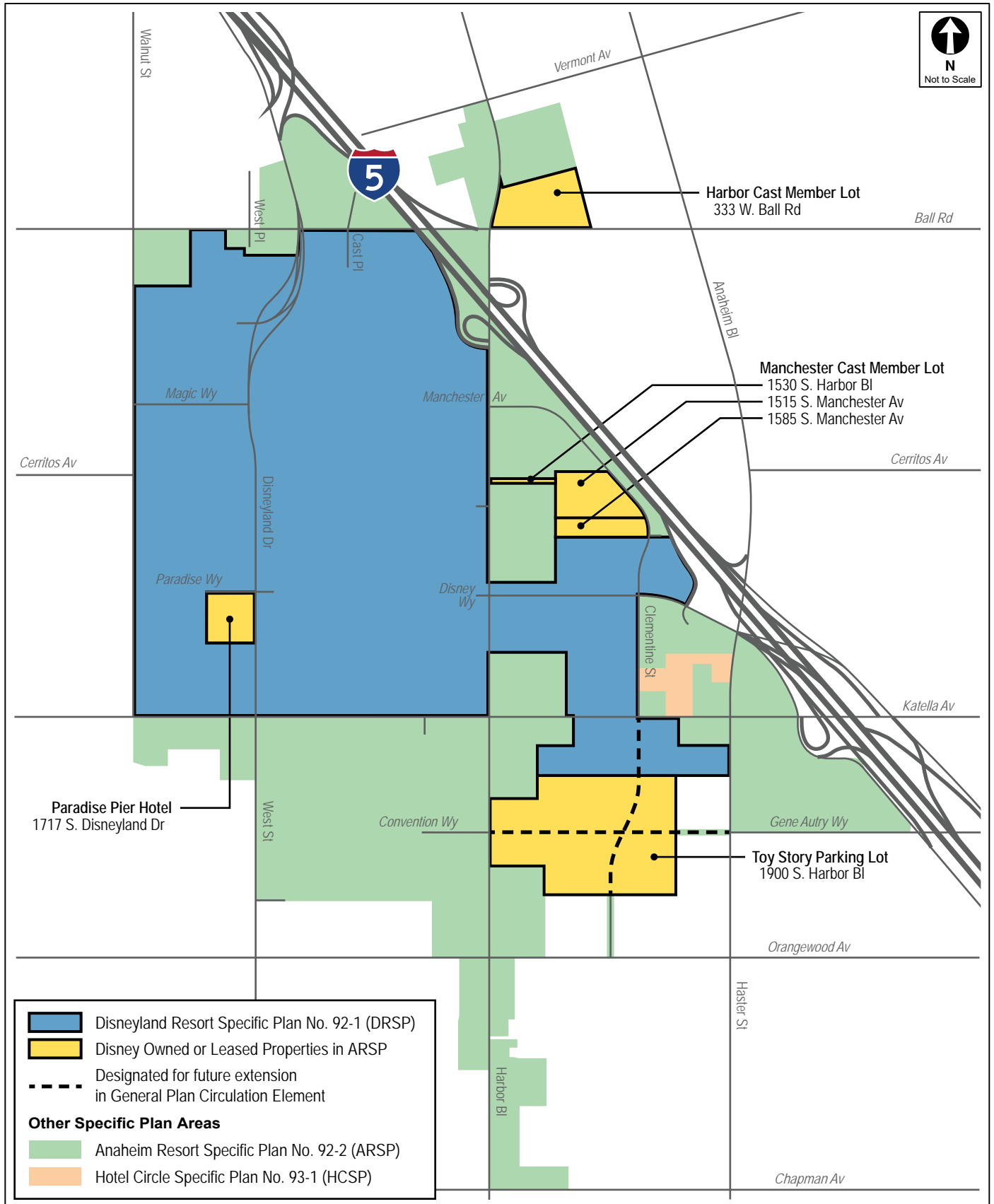
PROJECT CEQA ANALYSIS

As noted above, the DR EIR analyzed transportation impacts on the basis of LOS, but CEQA, including CEQA Guidelines Section 15064.3, subdivision (b), now requires that transportation analysis be based on VMT. The City approved VMT as the basis for determining significant impacts under CEQA in a City Council meeting on June 23, 2020. This report, therefore, analyzes the effects of the Project based on *City of Anaheim Traffic Impact Analysis Guidelines for CEQA Analysis* (City, June 2020) (“City Guidelines”), which describes the City’s approach to analyzing VMT. Under the City Guidelines, the VMT analysis must be conducted using the Orange County Transportation Analysis Model (“OCTAM”) to assess Project-generated VMT and the Project’s effect on VMT. The Project-generated VMT per service population is compared against a threshold based on the County-wide VMT per service population. The Project’s effect on VMT is measured based on the City-wide VMT per service population, with and without the Project.

The following CEQA transportation thresholds of significance are analyzed in this report:

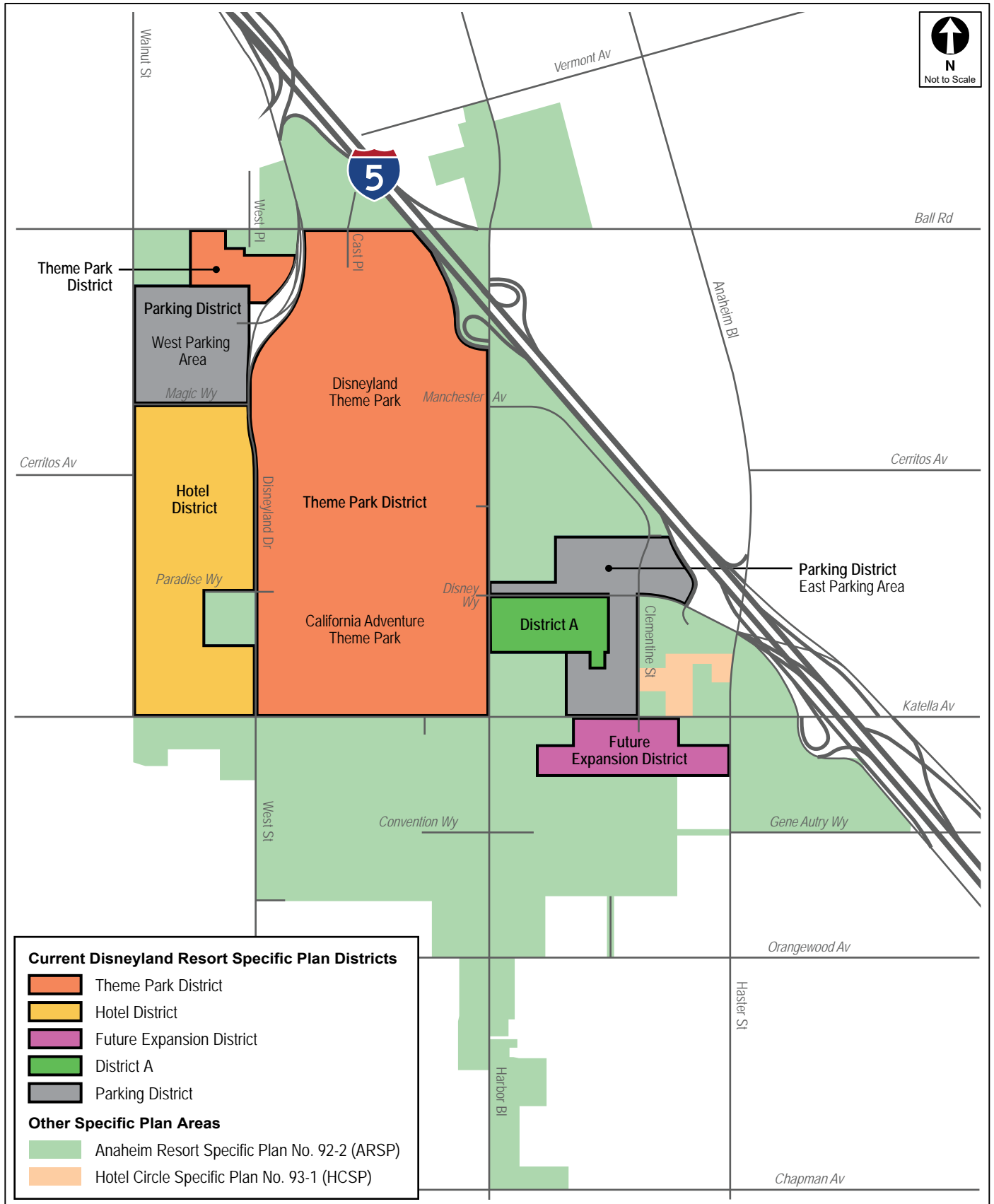
1. Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? (Chapter 3)
2. Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? (Chapter 4)
3. Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Chapter 5)
4. Would the Project result in inadequate emergency access? (Chapter 6)

This report also contains a discussion of Project construction in Chapter 7 and, in Chapter 8, a summary of MMs and PDFs from The Disneyland Resort Project Mitigation Monitoring Program No. 0067 and the ARSP Mitigation Monitoring Program No. 85C that are applicable to the Project.



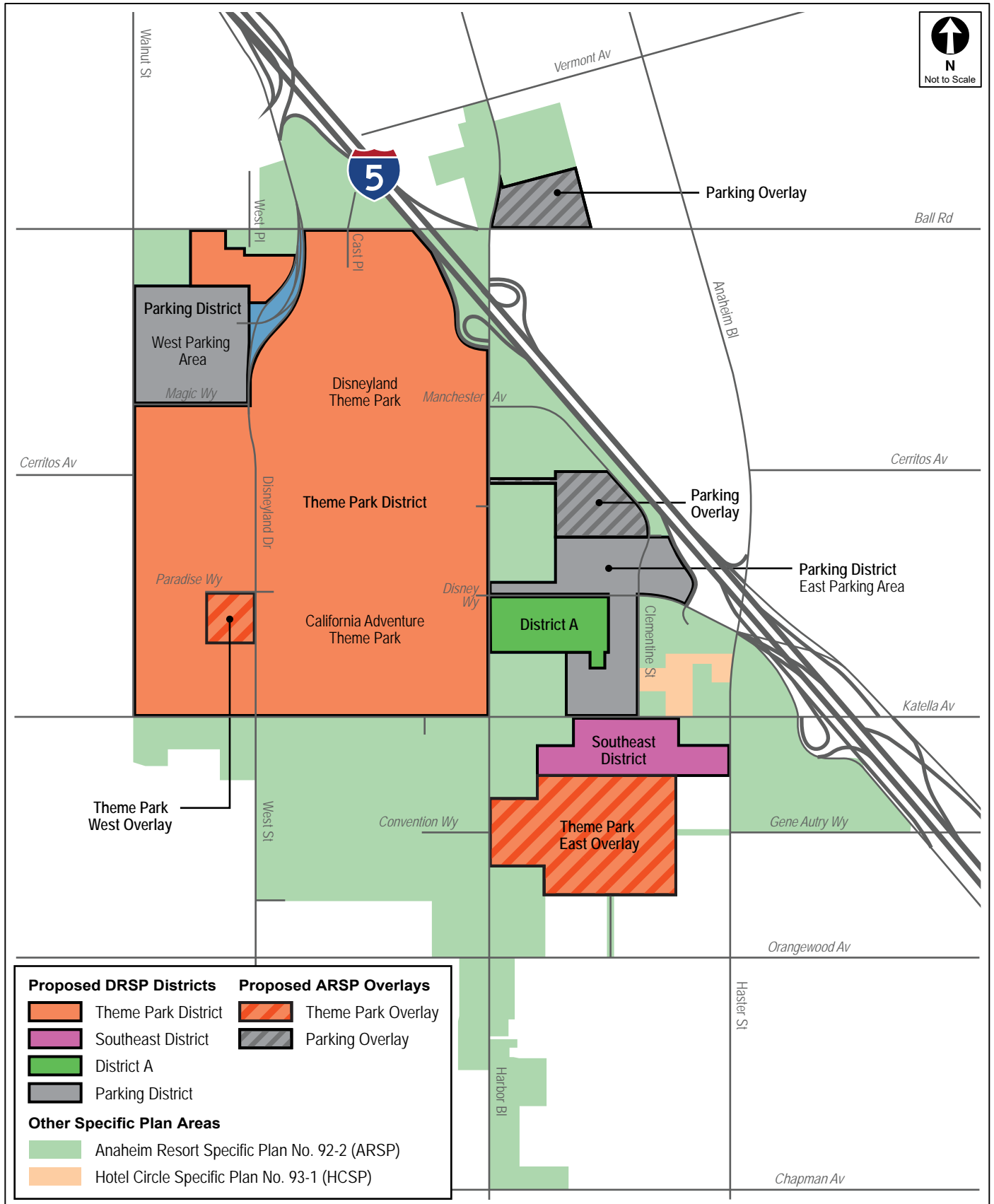
DRSP AND DISNEY ARSP PROPERTIES

FIGURE
2



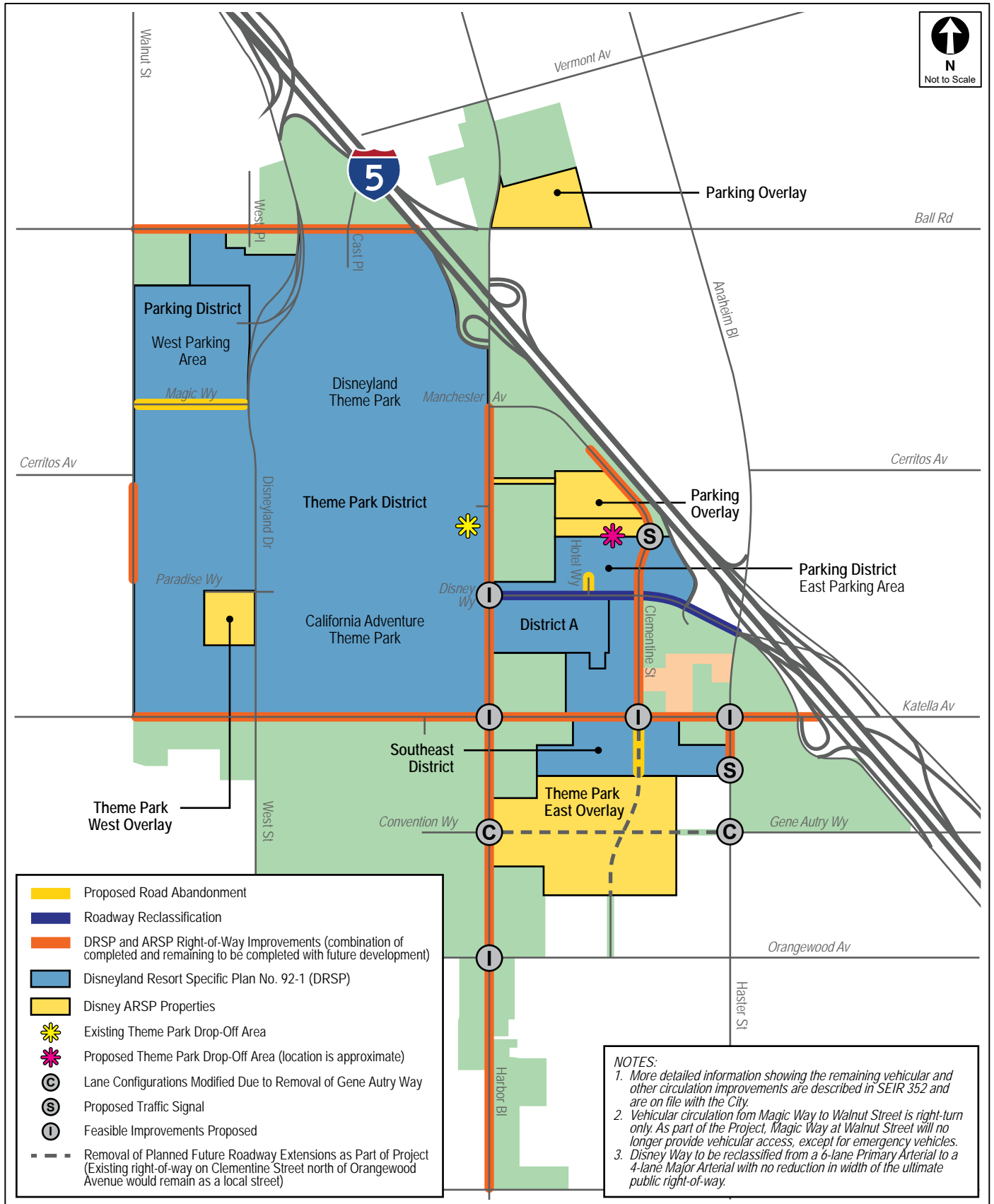
CURRENT DRSP DISTRICTS

FIGURE
3



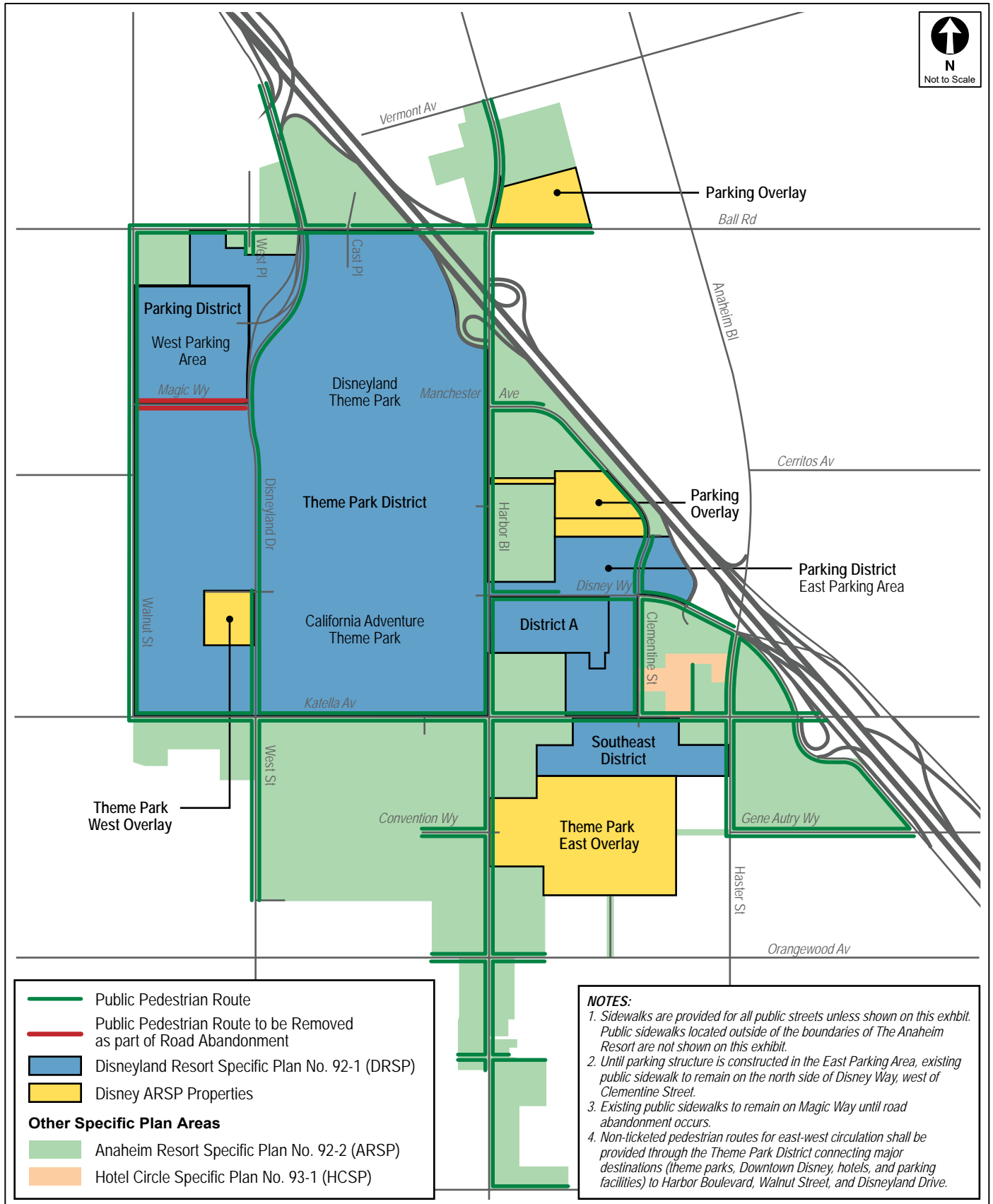
PROPOSED DEVELOPMENT DISTRICTS AND OVERLAYS

FIGURE
4



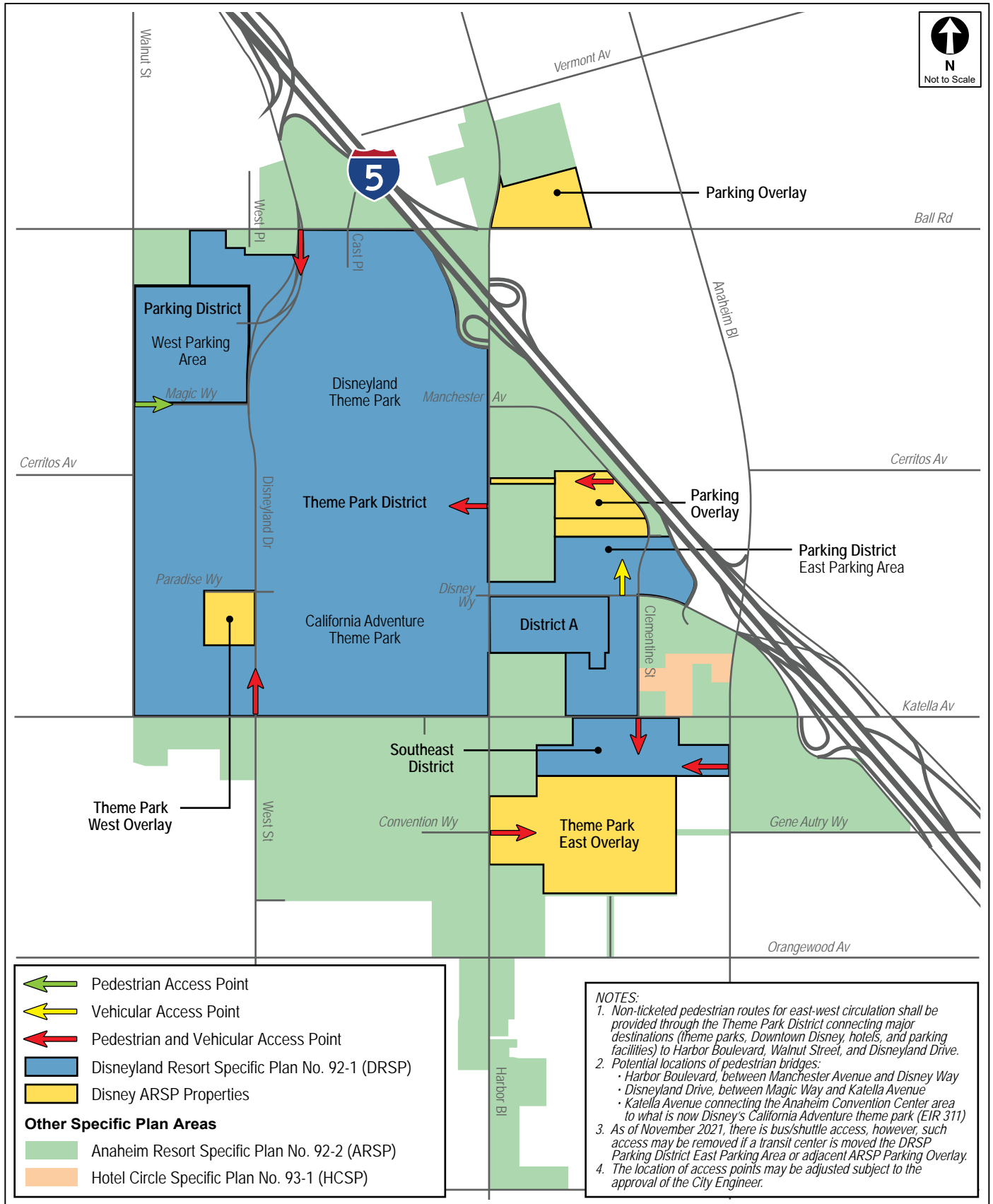
ROADWAY MODIFICATIONS AND VEHICULAR CIRCULATION PLAN

FIGURE 5



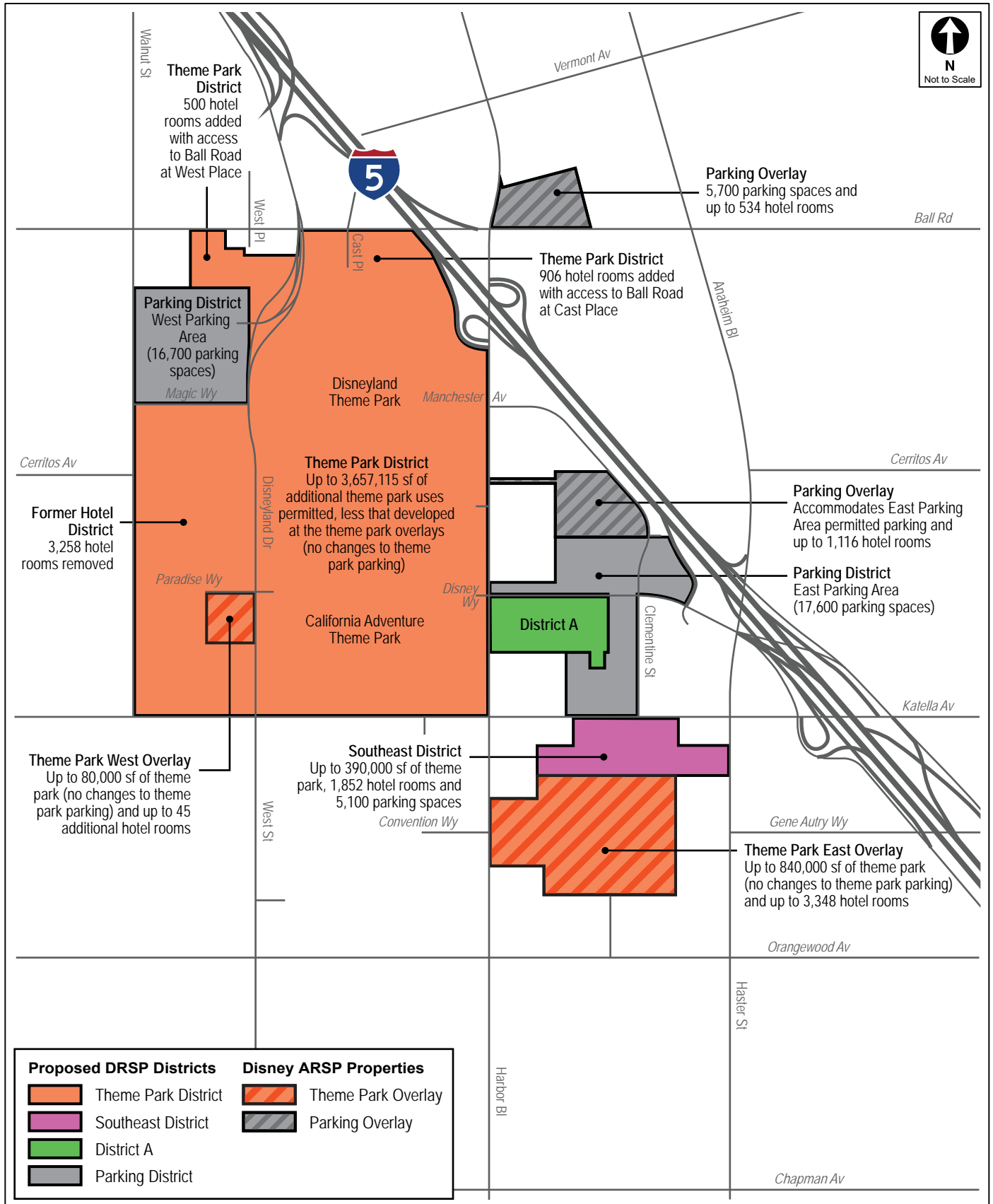
PROPOSED PEDESTRIAN CIRCULATION

FIGURE 6



GUEST PEDESTRIAN AND VEHICULAR ACCESS POINTS

FIGURE 7



ANALYZED PROJECT LAND USE SCENARIO

FIGURE 8

**TABLE 1
CURRENTLY PERMITTED DEVELOPMENT SUMMARY**

Land Use	Allowed by Specific Plan	Existing Development [a]	Remaining Entitlement [a]
Disneyland Resort Specific Plan			
Hotel District (97 acres)			
Hotel Rooms	5,600 rooms	2,342 rooms [b]	3,258 rooms
Hotel Retail/Restaurant	300,000 sf	159,549 sf	140,451 sf
Hotel Meeting Space	200,000 sf	161,220 sf	38,780 sf
Parking Spaces	9,930 spaces	5,885 spaces	4,045 spaces
Theme Park District (292 acres)			
Theme Park	6,850,000 sf	3,192,885 sf [c]	3,657,115 sf
Administration Building	475,000 sf	305,430 sf	169,570 sf
Administration Parking Spaces	2,300 spaces	1,545 spaces	755 spaces
Parking District (57.1 acres)			
East Parking Area	17,600 spaces	2,179 spaces [d]	15,421 spaces
West Parking Area	16,700 spaces	16,298 spaces	402 spaces
Future Expansion District (24.7 acres)			
Parking Area	5,100 spaces	2,529 spaces	2,571 spaces
Total	7,825,000 sf 5,600 hotel rooms 51,630 parking spaces	3,819,084 sf 2,342 hotel rooms 28,436 parking spaces	4,005,916 sf 3,258 hotel rooms 23,194 parking spaces
Disney ARSP Properties			
1515 S. Manchester Avenue 1585 S. Manchester Avenue 1530 S. Harbor Boulevard (Manchester Cast Member Lot) (14.88 acres)	1,116 hotel rooms (75 rooms per gross acre or 75 rooms per lot or parcel, whichever is greater)	Cast Member parking (1,261 spaces - temporary parking lot initially approved on May 8, 2019, and an approximately 67,424-sf office building)	1,116 hotel rooms
1900 S. Harbor Boulevard (Toy Story Lot) (44.66 acres)	3,348 hotel rooms (75 rooms per gross acre or 75 rooms per lot or parcel, whichever is greater) [e]	Toy Story Parking Lot (4,603 spaces - temporary parking lot approved through June 26, 2024)	3,348 hotel rooms
333 W. Ball Road (Harbor Cast Member Lot) (10.69 acres)	534 hotel rooms (50 rooms per gross acre or 75 rooms per lot or parcel, whichever is greater)	Cast Member parking (1,324 spaces)	534 hotel rooms
1717 S. Disneyland Drive (Paradise Pier Hotel) (5.15 acres)	564 hotel rooms (50 rooms per gross acre or 75 rooms per lot or parcel, whichever is greater) [f]	Paradise Pier Hotel (489 rooms and approximately 17,619 sf in ancillary commercial uses)	45 hotel rooms

Notes:

sf = square feet.

[a] These numbers are as of the date of the Notice of Preparation, October 21, 2021; over the course of this environmental review process, these numbers may change due to ongoing development efforts based on current entitlements.

[b] Existing hotel rooms include Vacation Ownership Resort (VOR) units at the Grand Californian Hotel and the Disneyland Hotel.

[c] This amount includes the existing 246,702 sf of retail, dining, and entertainment in Downtown Disney as of the NOP. The DRSP allows up to 350,000 sf of retail, dining and entertainment sf in either the Theme Park or Hotel District.

[d] This amount includes the existing 842 spaces in the Ball Cast Member Lot. The DRSP allows up to 5,000 parking spaces identified for the East Parking Area to be located in the Theme Park District.

[e] Acreage for density excludes ultimate public right-of-way for Clementine Street and Gene Autry Way.

[f] The Paradise Pier Hotel property is comprised of two parcels: a 4.48-acre parcel that includes 489 hotel rooms and a 0.67-acre property that is allowed 75 hotel rooms.

**TABLE 2
PROPOSED PERMITTED DEVELOPMENT SUMMARY**

Land Use	Maximum Allowable Development
Disneyland Resort Specific Plan	
Theme Park District (389 acres)	
Hotel Rooms	Up to 5,600 rooms [a]
Hotel Retail/Restaurant	Up to 300,000 sf
Hotel Meeting Space	Up to 200,000 sf
Parking for Hotel Uses	Up to 9,930 spaces
Theme Park District Retail Entertainment	Up to 350,000 sf [b]
Theme Park and Back-of-House Uses	Up to 6,850,000 sf [b,c]
Administration Building	475,000 sf
Administration Building Parking	2,300 spaces
Theme Park Parking	5,000 spaces [d]
Parking District (57.1 acres)	
East Parking Area	Up to 17,600 spaces [d]
West Parking Area	Up to 16,700 spaces
Southeast District (24.7 acres)	
Theme Park	Up to 390,000 sf [c]
Hotel Rooms	Up to 1,852 rooms [a]
Parking	5,100 spaces
Total Maximum Allowable Development	7,825,000 sf 5,600 hotel rooms 51,630 parking spaces
Disney ARSP Properties [e]	
Parking Overlay (25.57 acres) [f]	
1515 S. Manchester Avenue, 1585 S. Manchester Avenue, and 1530 S. Harbor Boulevard (Manchester Cast Member Lot)	A portion of the parking spaces allocated to the East Parking Area of the DRSP and up to 1,116 hotel rooms
333 W. Ball Road (Harbor Cast Member Lot)	Up to 5,700 parking spaces and up to 534 hotel rooms [g]
Theme Park East Overlay (44.66 acres) [h]	
1900 S. Harbor Boulevard (Toy Story Lot)	Up to 840,000 sf of theme park uses and up to 3,348 hotel rooms [c]
Theme Park West Overlay (5.15 acres)	
1717 S. Disneyland Drive (Paradise Pier Hotel)	Up to 80,000 sf of theme park uses and up to 564 hotel rooms [c]

Notes:

sf = square feet.

- [a] Up to 1,852 hotel rooms may be constructed in the Southeast District; however, an equivalent number of potential hotel rooms would be removed from the allotment for the Theme Park District, such that the maximum number of hotel rooms would not exceed 5,600.
- [b] Up to 350,000 sf of the theme park and back-of-house sf may be developed as retail, dining and entertainment sf.
- [c] Theme park sf may be constructed in the Southeast District and Theme Park East Overlay; however, an equivalent number of potential theme park sf would be removed from the allotment for the Theme Park District, such that the maximum theme park sf would not exceed 6,850,000 sf. The amount of restaurant sf in the Southeast District and the Theme Park East Overlay shall be further limited to up to 20 percent of the allotted theme park square footage in each District/Overlay.
- [d] Up to 5,000 parking spaces may be constructed within the Theme Park District; however, an equivalent number of potential spaces would be removed from the allotment for the East Parking Area.
- [e] Actual acres for hotel density to be determined by a licensed Civil Engineer / Land Surveyor.
- [f] For any square footage for back-of-house uses or limited retail, dining, and entertainment uses, the traffic generation characteristics of said uses shall not exceed those associated with the otherwise permitted hotel/motel (including accessory uses) density as determined by the City Traffic and Transportation Manager prior to approval of building plans. Further, the proposed development shall not result in infrastructure impacts greater than those associated with the property's permitted hotel/motel density, unless such impacts are duly analyzed and mitigated pursuant to subsequent environmental review (such impacts shall be determined through a sewer and traffic impact analysis to be submitted to the City Engineer). Additional infrastructure studies may be required as determined by the Planning Director.
- [g] Up to 5,700 parking spaces includes the number of existing spaces (1,324 spaces) plus additional spaces (4,376 spaces).
- [h] The planned extensions of Clementine Street and Gene Autry Way are proposed to be removed as part of the Project; therefore, the total acreage for the Theme Park East Overlay has been adjusted to include the acreages associated with these street rights-of-way; however, the maximum intensity of up to 3,348 hotel rooms would not change.

Chapter 2

Existing Conditions

This chapter describes the Project's environmental setting, including the existing freeway and street systems, public transit service, and pedestrian and bicycle infrastructure.

EXISTING STREET SYSTEM

The existing street system in the Project area consists of a regional roadway system including freeways, arterials, and smart streets. These facilities provide regional, sub-regional, or local access and circulation within the Project area. Typically, the speed limits range between 25 and 45 miles per hour ("mph") on the streets and are 65 mph on freeways.

Freeway System

The freeway system provides regional access to the Project area. I-5 provides the bulk of regional access, but drivers also travel to the Project area using SR 57, SR 22, and SR 91. Together these freeways also provide extensive regional connectivity. Each are summarized below:

- I-5 travels northwest and southeast through the Project area, with interchanges at Disneyland Drive, Harbor Boulevard, Anaheim Boulevard / Disney Way / Katella Avenue, and Gene Autry Way, including direct access to and/or from high-occupancy-vehicle ("HOV") lanes at several interchanges. I-5 traverses the state of California, locally connecting south Orange County to Los Angeles, passing through Irvine and Santa Ana to the southeast and Buena Park, Norwalk, and Downey to the northwest. Because it travels northwest and southeast, it provides connections to nearly every freeway in Southern California and, thus, serves as a collector for the entire region.
- SR 57 travels north and south approximately 1.4 miles east of the Project area, with interchanges at Orangewood Avenue, Katella Avenue, and Ball Road. It travels from the I-5 / SR 57 / SR 22 freeway interchange approximately 1.7 miles southeast of the Project area to the eastern San Gabriel Valley to the north, passing through or adjacent to the cities of Orange, Fullerton, Placentia, Brea, Walnut, Diamond Bar, Pomona, and San Dimas. It

provides connections to east-west freeways SR 91, SR 60, I-10, and I-210, which travel between the South Bay, Los Angeles, Santa Monica, and Pasadena to the west and Riverside, San Bernardino, and the rest of the Inland Empire to the east.

- SR 22 travels east and west approximately 2.0 miles south of the Project area, with an interchange at Euclid Street and Harbor Boulevard. It travels from Long Beach to the west to Tustin to the east, passing through the cities of Seal Beach, Westminster, Garden Grove, and Orange. It provides connections to I-405 near Long Beach and SR 55 in Tustin, as well as passing through the I-5/SR 57/SR 22 interchange.
- SR 91 travels east and west approximately 2.4 miles north of the Project area, with interchanges at Euclid Street and Harbor Boulevard. It travels from Redondo Beach and Gardena to the west to Riverside and the Inland Empire to the east, passing through the cities of Compton, Paramount, Lakewood, Bellflower, Artesia, Cerritos, Buena Park, Fullerton, Placentia, Yorba Linda, and Corona. It provides connections to nearly every north-south freeway in the greater Los Angeles area.

Street System

The major roadways providing regional and sub-regional access to the Project site vicinity are classified by the General Plan Circulation Element as arterials (major, primary, and secondary) and smart streets. Smart streets seek to improve traffic capacity and smooth traffic flow through signal synchronization, bus turnouts, removal of on-street parking, consolidation of driveways, and implementation of landscaped median islands to limit left turns onto or off of the street. The following is a brief description of the roadways in the Project area, including their street classifications in the General Plan Circulation Element, as illustrated in Figure 9, *Roadway Classifications*.

- Anaheim Boulevard is a Primary Arterial and travels in the north-south direction. The roadway connects to Haster Street at Katella Avenue and is located east of the Project site. It provides three lanes in each direction, with either a center left-turn lane or divider and left-turn lanes at intersections.
- Ball Road is a Primary Arterial and travels in the east-west direction. It is located adjacent to several components of the Project site, including the northern boundary of the proposed Theme Park District and the southern boundary of HCML. It provides access to the Theme Park District at Flore Street / West Place, Disneyland Drive, and Ox Road / Cast Place and to HCML via a driveway between Harbor Boulevard and Lemon Street. Ball Road provides three lanes in each direction, with either a center left-turn lane or divider and left-turn lanes at intersections.
- Cerritos Avenue is a Secondary Arterial west of Walnut Street and Primary Arterial east of Anaheim Boulevard and travels in the east-west direction. There is no connection

between Walnut Street and Anaheim Boulevard. West of Walnut Street, it provides one lane in each direction with a center left-turn lane. East of Anaheim Boulevard, it provides two lanes in each direction with a center left-turn lane.

- Clementine Street is a Secondary Arterial and travels in the north-south direction. The roadway connects to Manchester Avenue at Alro Way adjacent to the East Parking Area and currently terminates at Katella Avenue, where it provides access to the Southeast District. Under the General Plan Circulation Element, Clementine Street is planned to be extended south to Orangewood Avenue, which would pass through the Toy Story Lot. It provides one lane in each direction north of Disney Way and two lanes in each direction south of Disney Way, with a center divider and left-turn lanes at intersections.
- Disney Way is a Major Arterial and travels in the east-west direction between Harbor Boulevard and Anaheim Boulevard and provides access to the East Parking Area. It provides three lanes in each direction, with a center divider and left-turn lanes at intersections.
- Disneyland Drive is a Secondary Arterial and travels in the north-south direction through the middle of the proposed Theme Park District, providing access to the West Parking Area, hotels, and other parking along the street. Disneyland Drive connects with Manchester Avenue at the I-5 ramps north of Ball Road and with West Street at Katella Avenue. It provides two lanes in each direction, with a center divider.
- Euclid Street is a Primary Arterial and travels in the north-south direction. It is located west of the Project site and provides four to five travel lanes, two to three lanes in each direction, with either a center left-turn lane or divider and left-turn lanes at intersections.
- Flore Street / West Place is a Local Street providing access to a residential neighborhood north of Ball Road (Flore Street) and providing access to the proposed Theme Park District south of Ball Road (West Place). Both streets provide one lane in each direction with left-turn lanes at Ball Road.
- Gene Autry Way is a Primary Arterial and travels in the east-west direction. The roadway has a western terminus at Haster Street and provides three lanes in each direction, with a center divider and left-turn lanes intersections. It provides direct ramp access to the I-5 HOV lanes. Under the General Plan Circulation Element, Gene Autry Way is planned to be extended west to Harbor Boulevard at Convention Way, which would pass through the Toy Story Lot (Theme Park East Overlay).
- Harbor Boulevard is a Major Arterial and travels in the north-south direction. It is located on the eastern boundary of the Theme Park District and provides access for shuttles and buses at the East Esplanade and to a back-of-house / redirect road at Disney Way, which provides back-of-house circulation along the southern edge of the Theme Park District and connects to Disneyland Drive. Harbor Boulevard provides three lanes in each direction, with a center divider and left-turn lanes at intersections.
- Haster Street is a Primary Arterial and travels in the north-south direction. The roadway connects to Anaheim Boulevard at Katella Avenue. It provides access to the Southeast District, for which it forms the eastern boundary. It provides three southbound lanes and two to three northbound lanes north of Gene Autry Way and two lanes in each direction south of Gene Autry Way, with a center left-turn lane throughout and left-turn lanes at

intersections. Under the General Plan Circulation Element, Haster Street is planned to have three northbound lanes north of Gene Autry Way.

- Katella Avenue is a Major Arterial west of Walnut Street and a Resort Smart Street between Walnut Street and I-5. It travels in the east-west direction and provides access to the proposed Theme Park District via two driveways between Walnut Street and Disneyland Drive and via Disneyland Drive itself. It also provides access to the Southeast District (currently the Katella Cast Member Lot), part of the DRSP, at Clementine Street. It provides three to four lanes in each direction, with a center divider and left-turn lanes at intersections. Under the General Plan Circulation Element, Katella Avenue is planned to have four travel lanes in each direction between Disneyland Drive and I-5.
- Magic Way is a local east-west roadway connecting Walnut Street to Disneyland Drive and providing local access to Disney parking (including the Pixar Pals structure to the north and the Lilo and Stitch surface lots to the south) and the Disneyland Hotel. It provides one to two lanes in each direction, with turn lanes for local access.
- Manchester Avenue is a Secondary Arterial and travels in the east-west and northwest-southeast directions along the west side of I-5. There are multiple disconnected sections of Manchester Avenue within the Project area. The northernmost section connects Lincoln Avenue to Disneyland Drive and provides two lanes in each direction, with left-turn lanes at intersections. The middle section connects Harbor Boulevard to Clementine Street, provides access to MCML and the East Parking Area, and provides one lane in each direction with a center left-turn lane. The southernmost section, which only provides southbound travel, begins at Anaheim Boulevard and travels southeast past Orangewood Avenue, providing two lanes and turn lanes as needed. Under the General Plan Circulation Element, Manchester Avenue is planned to have two northbound and two southbound lanes north of Alro Way.
- Orangewood Avenue is a Secondary Arterial west of Manchester Avenue and Primary Arterial east of Manchester Avenue and travels in the east-west direction. It is located south of the Project site and provides two lanes in each direction, with a center left-turn lane and left-turn lanes at intersections.
- Ox Road / Cast Place is a Local Street providing access to a hotel and parking lot north of Ball Road (Ox Road) and providing access to the current Disneyland back-of-house area, which is and would remain part of the Theme Park District south of Ball Road (Cast Place).
- Walnut Street is a Secondary Arterial and travels in the north-south direction along the western boundary of the West Parking Area of the Parking District and the proposed Theme Park District. The roadway has a southern terminus at Katella Avenue. South of Ball Road, it provides two lanes in each direction with a center divider. North of Ball Road, it provides one lane in each direction.
- West Street is a Secondary Arterial and travels in the north-south direction. The roadway connects with Disneyland Drive at Katella Avenue. It provides two lanes in each direction, with a center left-turn lane and left-turn lanes at intersections.

PUBLIC TRANSIT SYSTEM

There are various ways to travel to the Project area via public transit, as the theme parks and hotels are major tourist destinations. The various public transit options within and around the Project area are described below and shown in Figure 10, *Public Transit*.

- OCTA Route 37 – OCTA Route 37 is a local line that travels between La Habra and Fountain Valley with an average headway of 30 minutes during the weekday morning and afternoon peak periods and 40 to 50 minutes on weekends. This line travels along Euclid Street west of the Project within the Project area and stops at Ball Road, Cerritos Avenue, and Katella Avenue.
- OCTA Route 43 – OCTA Route 43 is a local line that travels between Fullerton and Costa Mesa with an average headway of 24 minutes during the weekday morning and afternoon peak periods and 20 to 30 minutes on weekends. This line travels along Harbor Boulevard within the Project area and stops at Ball Road, The Disneyland Resort's East Esplanade, and Katella Avenue.
- OCTA Route 46 – OCTA Route 46 is a local line that travels between Los Alamitos and Orange, with an average headway of 40 minutes during the weekday morning and afternoon peak periods and 50 to 60 minutes on Sundays. This line travels along Ball Road within the Project area with nearby and adjacent stops at Walnut Street, West Place, Cast Place, and Harbor Boulevard north of the Project site.
- OCTA Route 47 – OCTA Route 47 is a local line that travels between Fullerton and Newport Beach with an average headway of 20 minutes during the weekday morning and afternoon peak periods and 30 minutes on weekends. This line travels along Anaheim Boulevard and Haster Street within the Project area and stops at Ball Road and Katella Avenue.
- OCTA Route 50 – OCTA Route 50 is a local line that travels between Long Beach and Orange with an average headway of 20 minutes during the weekday morning and afternoon peak periods and 40 minutes on weekends. This line travels along Katella Avenue within the Project area and stops at Walnut Street, Disneyland Drive, Harbor Boulevard, Clementine Street, and Anaheim Boulevard.
- OCTA Route 83 – OCTA Route 83 is a local line that travels between Anaheim and Laguna Hills with an average headway of 30 minutes during the weekday and weekend. This line generally travels along Katella Avenue within the Project area. Route 83 circulates around the perimeter of the proposed Theme Park District and provides multiple stops along Katella Avenue, Walnut Street, Ball Road, and Harbor Boulevard, including at The Disneyland Resort's East Esplanade and on Katella Avenue at Clementine Street.
- OCTA Bravo Route 543 – OCTA Bravo Route 543 is an express line that travels between Fullerton Transportation Center and Costa Mesa with an average headway of 12 minutes during the weekday morning and afternoon peak periods and 20 minutes on weekends. This line travels along Harbor Boulevard within the Project area and stops at Ball Road, The Disneyland Resort's East Esplanade, and at Katella Avenue.

-
- Los Angeles County Metropolitan Transportation Authority (“Metro”) Route 460 – Metro operates Route 460, a local line that travels between downtown Los Angeles and The Disneyland Resort. It has an average headway of 20 to 30 minutes during the weekday morning and afternoon peak periods and 30 minutes on weekends. This line travels along Harbor Boulevard, Manchester Avenue, and Disney Way within the Project area and stops at Manchester Avenue and adjacent to The Disneyland Resort’s East Shuttle Area.
 - Riverside Transit Agency CommuterLink Route 200 – CommuterLink Route 200 is a commuter express bus connecting San Bernardino, Riverside, Orange, and Anaheim. It operates approximately every 90 minutes on weekdays and 90 minutes to two hours on weekends. This line travels along Katella Avenue and Harbor Boulevard within the Project area and stops at the intersection of Katella Avenue & Harbor Boulevard.

In addition to the inter-city bus lines summarized above, Anaheim Resort Transportation (“ART”) is a public transportation system that provides circulator shuttles with 15 different routes within and around The Anaheim Resort area and nearby vicinity, providing a convenient transportation alternative for short trips within the area. Each ART route stops at the East Shuttle Area serving the Disneyland and Disney California Adventure theme parks.

Additionally, the Anaheim Regional Transportation Intermodal Center (“ARTIC”) is located approximately 2.9 miles east of the Project site on Katella Avenue and is a major transit hub with local bus and commuter rail services. The Orange County Line of Metrolink and Amtrak’s Pacific Surfliner include a stop at this station. Metrolink also operates six other rail lines that connect directly or indirectly to the Orange County Line and, therefore, can reach ARTIC. The ART Sports Complex Line connects The Disneyland Resort with ARTIC via Katella Avenue.

PEDESTRIAN INFRASTRUCTURE

Extensive public and private infrastructure is available to accommodate pedestrian traffic within the Anaheim Resort area. Public infrastructure includes wide sidewalks consistent with General Plan Circulation Element requirements, crosswalks at intersections, pedestrian push-buttons and crosswalk count-down timers, and accessible curb ramps. Private pedestrian infrastructure on the Site includes many of the same features as well as pedestrian bridges over Magic Way adjacent to Disneyland Drive and over Disneyland Drive as part of the Downtown Disney entertainment district.

The only location within the Project area missing adequate pedestrian infrastructure as identified in the ARSP is on the southwest side of Manchester Avenue adjacent to 1477 S. Manchester Avenue, which lacks sidewalks. Manchester Avenue has not yet been dedicated or widened to its full width adjacent to that property, which is not owned or controlled by Disney. Additionally, there are no sidewalks on the west side of Disneyland Drive between Ball Road and Paradise Way, but pedestrian access is currently provided via internal walkways which may be redesigned by the Project.

BICYCLE INFRASTRUCTURE

Figure 11, *Existing and Planned Resort-Area Bicycle Infrastructure*, shows a map of existing and planned bicycle facilities within the Project area. These facilities are classified in the General Plan Circulation Element as Class I Bike Paths, Class II Bike Lanes, and Class III Bike Routes. Existing facilities have been implemented, while planned facilities have been designated for implementation but have not been designed or engineered, and in some cases the ROW required to implement has not yet been obtained by the City. Each facility is summarized below by classification:

Class I Bike Paths

Class I Bike Paths provide for bicycle travel on ROW completely separated from the street. There are no existing Class I Bike Paths within the Project area. The General Plan Circulation Element plans Class I Bike Paths at two locations, as shown in Figure 11:

- The Union Pacific rail ROW and Southern California Edison ROW west of Walnut Street
- The Southern California Edison property north of Disney Way and extending east past Anaheim Boulevard

Class II Bike Lanes

Class II Bike Lanes provide striped and signed lanes within the paved street ROW. As shown in Figure 11, there are currently Class II Bike Lanes on:

- Euclid Avenue north of Ball Road
- Cerritos Avenue west of Walnut Street¹⁴ and east of Anaheim Boulevard
- Ball Road west of Loara Street and between Anaheim Boulevard and Claudina Street
- Anaheim Boulevard north of Cerritos Avenue
- 9th Street south of Katella Avenue
- Oranewood Avenue west of Janette Lane and east of Harbor Boulevard

The General Plan Circulation Element plans Class II Bike Lanes on:

- Euclid Street south of Ball Road
- 9th Street between Cerritos Avenue and Katella Avenue
- Walnut Street (full length)
- Cerritos Avenue between Euclid Street and Carnelian Street
- Ball Road between Loara Street and Flore Street / West Place, between Lemon Street and Anaheim Boulevard, and east of Claudina Street
- Vermont Avenue east of Citron Street
- Anaheim Boulevard between Cerritos Avenue and Katella Avenue
- Haster Street between Katella Avenue and Simmons Avenue
- Oranewood Avenue between West Street and Harbor Boulevard

¹⁴ Except for a missing portion between Euclid Street and Carnelian Street.

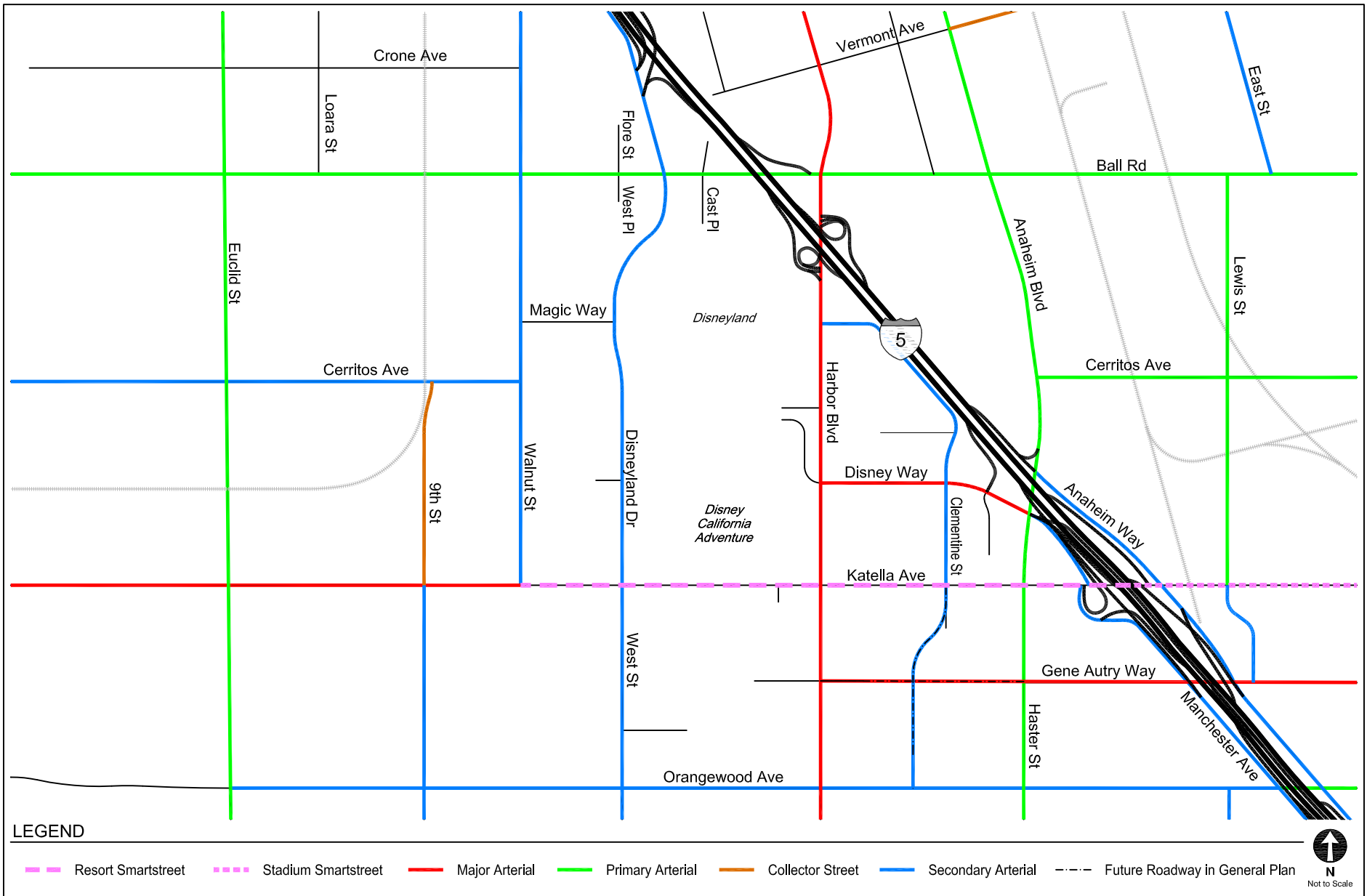
Class III Bike Routes

Class III Bike Routes are signed-only bike routes (i.e., no striping to denote a separation of bicycles from vehicular traffic). Existing Class III Bike Routes are provided on:

- Cerritos Avenue between Euclid Street and Carnelian Street
- Ball Road between Loara Street and Walnut Street
- Walnut Street north of Ball Road

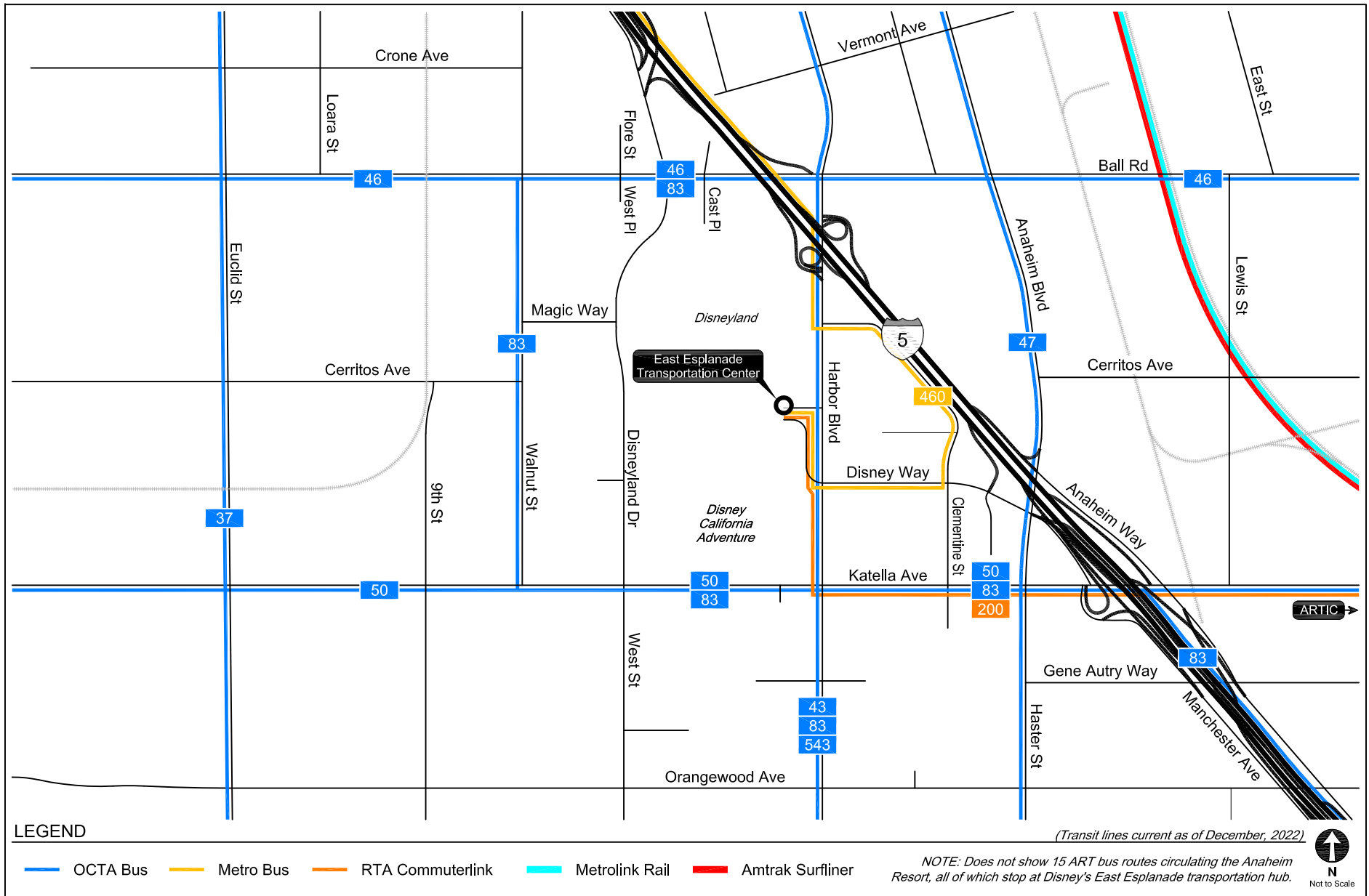
Each of these Class III Bike Routes are planned to be upgraded to Class II Bike Lanes as summarized above. As shown in Figure 11, the General Plan Circulation Element plans additional Class III Bike Routes on:

- Citron Street north of Vermont Avenue
- Lemon Street



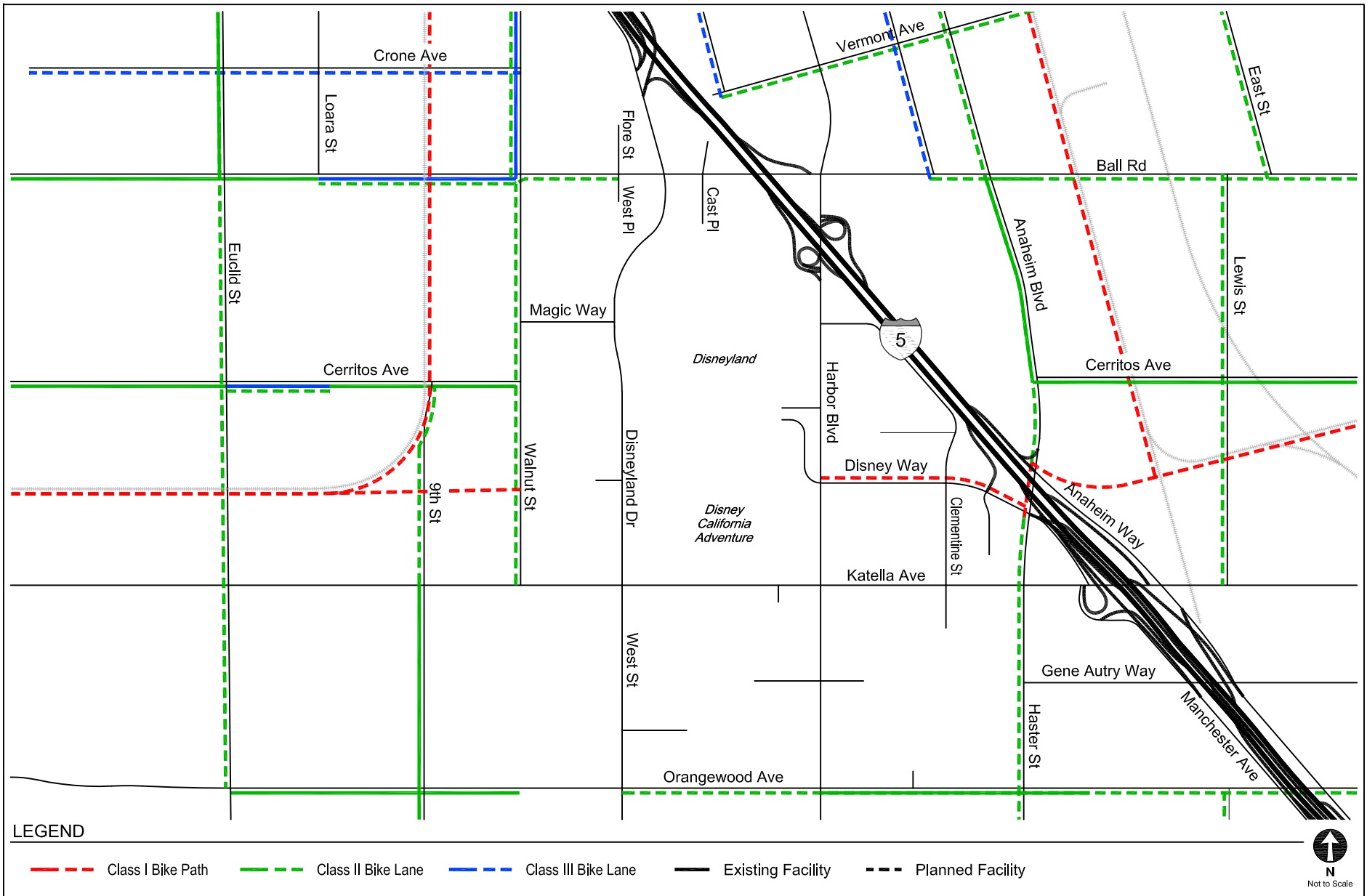
ROADWAY CLASSIFICATIONS

FIGURE 9



PUBLIC TRANSIT

FIGURE
10



EXISTING AND PLANNED RESORT-AREA BICYCLE INFRASTRUCTURE

FIGURE 11

Chapter 3

Project Consistency With Programs, Plans, Ordinances, and Policies

This chapter presents an analysis of the Project’s consistency with programs, plans, ordinances, and policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Specifically, as noted in Chapter 1, the analysis seeks to determine whether the Project “would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.”

A project would not conflict with a program, plan, ordinance, or policy if it were generally consistent with and would not obstruct implementation of that program, plan, ordinance, or policy. Additionally, a project would not be inconsistent merely based on whether a project would not implement a particular program, plan, policy, or ordinance. In many cases, such programs, plans, policies, and ordinances are intended to be implemented at the jurisdictional level. If a conflict is identified, MMs would focus on improving access, comfort, and safety for all road users, especially pedestrians, bicyclists, and transit riders.

The City Guidelines identify the following impact threshold for Active Transportation and Public Transit analysis under CEQA:

A significant impact occurs if the project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance¹⁵ or safety of such facilities.

The following programs, plans, policies, and ordinances were reviewed below:

- California Senate Bill 743
- Orange County Master Plan of Arterial Highways

¹⁵ Per the OPR Technical Advisory, decrease of performance does not include increase in users.

-
- Orange County Congestion Management Program
 - General Plan Circulation Element
 - Bicycle Master Plan
 - Anaheim Resort Specific Plan
 - Disneyland Resort Specific Plan

In addition to Project-level consistency, a cumulative analysis is provided of the consistency of the Project in combination with other development projects in the Project area. Also, an analysis of the performance and safety of public transit, bicycle, and pedestrian facilities is provided.

CALIFORNIA SENATE BILL 743 (SB 743)

With the adoption of SB 743, which became effective on July 1, 2020, the State of California changed the way local jurisdictions analyze transportation impacts from development projects and identify MMs to reduce those impacts under CEQA. SB 743 requires the amount of driving and length of trips — as measured by VMT — be used to assess transportation impacts on the environment for CEQA review. These impacts will be reduced or “mitigated” by options such as increasing transit, providing for active transportation such as walking and biking, and participating in mitigation banks. All jurisdictions have the option to tailor requirements to their unique communities. SB 743 replaced the previous practice that evaluated traffic transportation impacts using the vehicular LOS on the local roadway system.

Chapter 4 presents a quantitative analysis of Project-related impacts on VMT based on the City’s adopted methodologies and significance criteria. As detailed therein, the Project would result in a significant impact on the basis of Project-generated VMT per capita (based on a modified service population estimate) prior to mitigation. With Disney’s continued operation of its TDM program, the impact would be reduced to a less-than-significant level. Therefore, the Project would not conflict with SB 743.

ORANGE COUNTY MASTER PLAN OF ARTERIAL HIGHWAYS (MPAH)

The MPAH was established in 1956 to ensure that the regional arterial roadway network would be sufficient to support the County's freeway system as it developed. Administered by OCTA, the MPAH identifies through lane requirements and traffic signal synchronization on arterial roads which are required for local jurisdictions to be eligible for funding through the *Renewed Measure M Transportation Investment Plan*, a half-cent sales tax for transportation improvements approved in November 2006, and the Orange County Comprehensive Transportation Funding Program, a grant program for street improvement funding.

The City's current arterial street classifications (i.e., Secondary Arterial and above) described in Chapter 2 and shown in Figure 9 are consistent with the classifications in the MPAH. The Project proposes amendments to the MPAH, including:

- Removal of the planned future extensions of Clementine Street between Katella Avenue and Orangewood Avenue and Gene Autry Way between Harbor Boulevard and Haster Street
- Reclassification of Disney Way between Anaheim Boulevard and Harbor Boulevard from a six-lane Major Arterial to a four-lane Primary Arterial

The MPAH seeks to balance regional mobility and local access and to coordinate with local jurisdictions' land use plans. The three streets that would be modified with the proposed amendments do not serve regional traffic circulation needs. They provide local access to uses within The Anaheim Resort area, including Project uses. The proposed MPAH amendments are consistent with proposed amendments to the City of Anaheim General Plan, the ARSP, and DRSP and, therefore, are consistent with the purpose of the MPAH. Therefore, the Project would not conflict with the MPAH.

ORANGE COUNTY CONGESTION MANAGEMENT PROGRAM

The *2021 Orange County Congestion Management Program Report* (OCTA, November 2021) ("CMP") is designed to maintain adopted LOS standards on key intersections throughout the County as well as to identify and implement improvement programs when necessary to bring

those facilities into compliance with the standards. CMP facilities should operate at LOS E or better based on the intersection capacity utilization (“ICU”) methodology.

There are a total of five CMP-monitored intersections within the Project area:

- Intersection #8, Harbor Boulevard & I-5 Northbound Ramps
- Intersection #9, Harbor Boulevard & I-5 Southbound Ramps
- Intersection #12, Harbor Boulevard & Katella Avenue
- Intersection #25, Manchester Avenue / I-5 Southbound Ramps & Katella Avenue
- Intersection #26, Anaheim Way & Katella Avenue

According to the CMP, each of those five intersections currently (as of year 2021) operates at LOS A during both the morning and afternoon peak hours. With the Project and full buildout of all land use density permitted under the General Plan, each of those monitoring intersections would operate at LOS E or better. Thus, the Project would not conflict with the CMP.

CITY OF ANAHEIM GENERAL PLAN

The City of Anaheim General Plan, and in particular the General Plan Circulation Element, serve to ensure that the City’s transportation system serves its current and future needs by:

- Facilitating the design and operation of arterial streets
- Encouraging multi-modal transportation, including public transit
- Encouraging traffic calming measures for pedestrian safety and neighborhood livability
- Identifying bicycle and pedestrian pathways to facilitate alternative modes
- Providing for the efficient mobility of people and goods

The General Plan Circulation Element also endeavors to maintain peak hour operating conditions not worse than LOS D at intersections. The General Plan Circulation Element is consistent with regional plans including the MPAH and CMP. It also incorporates the City’s Bicycle Master Plan

as Appendix B and via the Existing and Planned Bicycle Facilities Map (Figure C-5 of the General Plan Circulation Element).

The Project would require amendments to the General Plan Circulation Element to accommodate the requested modifications to the City's transportation system, as described in detail in Chapter 1. These amendments would upgrade proposed bicycle infrastructure on Disney Way, Clementine Street, and Walnut Street, modify the classification of Disney Way to better serve access to the East Parking Area, and remove planned future extensions of Clementine Street and Gene Autry Way to allow for contiguous development of the Southeast District and Theme Park East Overlay. They would, thus, improve bicycle infrastructure, improve access, and improve land utilization within a portion of the Project Site. With those amendments, the Project would be consistent with and help to further the general goals of the General Plan Circulation Element. The Project would also be consistent with Goal 2.1, which establishes the LOS D intersection operating standard. In accordance with *City of Anaheim Criteria for Preparation of Traffic Impact Studies*, the Project was evaluated for any effects on the existing and future transportation system. Where intersection deficiencies were identified, the Project is responsible for either implementing or contributing its fair share to feasible improvements. Appendix C provides a detailed discussion of the Project's consistency with specific enumerated Goals and Policies in the General Plan Circulation Element.

BICYCLE MASTER PLAN

The City's Bicycle Master Plan is a 20-year plan to close gaps in the existing bicycle network, provide new bicycle connections between key points, and maximize implementation of new bicycle lanes. It is included in the General Plan Circulation Element as Appendix B and the plan is summarized in the Existing and Planned Bicycle Facilities Map, provided therein as Figure C-5. Chapter 2 provides a detailed discussion of existing and proposed bicycle facilities within the Project area, and the Bicycle Master Plan facilities within the Project area are shown in in Figure 11.

The Project Site is adjacent to proposed bicycle infrastructure in several places. The Project would not affect the ability of the City to install proposed Class II Bike Lanes on Ball Road between Walnut Street and Flore Street / West Place, the eastern portion of which is adjacent to the Theme Park District. The Project also would not affect the ability of the City to install proposed Class II

Bike Lanes on Haster Street south of Katella Avenue, as the proposed traffic signal at the Southeast District driveway would be designed to safely incorporate these lanes. Disney would pay in-lieu contributions to the City and dedicate ROW adjacent to the Project Site on Ball Road and Haster Street for these bicycle facilities.

The Project would amend the Bicycle Master Plan to modify the classification of the planned bicycle facility on Walnut Avenue between Katella Avenue and Ball Road from a Class II Bike Lane to a Class I Bike Path with a single two-way, off-street, shared-use pedestrian and bicycle path with a minimum width of 10 feet¹⁶ on the east side of Walnut Street. Disney would install this improvement from Ball Road to Katella Avenue with development of theme park uses in the expanded Theme Park District. As a protected off-street Bike Path, this Class I facility would be an upgrade over the planned Class II facility consisting of on-street Bike Lanes.

The Project also would amend the Bicycle Master Plan (1) to remove the Class I Bike Path in the Southern California Edison ROW between Harbor Boulevard and Anaheim Boulevard, (2) to add a Class I Bike Path on the north side of Disney Way between Clementine Street and Anaheim Boulevard, (3) to add a Class I Bike Path on the west side of Clementine Street between Alro Way and Disney Way, and (4) to add a bike parking facility in the DRSP East Parking Area and/or the ARSP Parking Overlay just north of the DRSP East Parking Area. The Project would install each of these facilities with development of a parking structure in the DRSP Parking District East Parking Area and/or in the ARSP Parking Overlay north of Disney Way. These features, though providing a shorter overall Bike Path compared to the current plan for the Class I Bike Path to travel on Disney Way between Harbor Boulevard and Anaheim Boulevard, are collectively an upgrade because the endpoint within the East Parking Area or adjacent Parking Overlay would provide bicycle parking and a more direct connection into The Disneyland Resort pedestrian system.

The Bicycle Master Plan also identifies locations in the City where bicycle parking is existing or proposed. Several of these locations are within the Project Site, including both existing and proposed bicycle parking. The Project would add additional bicycle parking as required by the City, including at the locations identified in the Bicycle Master Plan.

¹⁶ Where utility relocations are not feasible, the pathway may include brief sections with a minimum width of eight feet.

Therefore, the Project is consistent with the Bicycle Master Plan including the proposed amendment to the Existing and Planned Bicycle Facilities Map and provision of bicycle paths consistent with the Bicycle Master Plan.

THE DISNEYLAND RESORT SPECIFIC PLAN (DRSP)

The DRSP provides development standards for The Disneyland Resort, a subarea of The Anaheim Resort. It was first adopted in 1993 with the goal of changing Disneyland from a single-day attraction to a multi-day resort destination. It created the original Districts and permitted development according to the summary provided in Table 1. The DRSP is consistent with both the ARSP and the General Plan Circulation Element.

The Project would amend the DRSP to allow the transfer of previously approved uses to other Disney Properties and modify certain roadways (including Magic Way, Disney Way, Clementine Street, and Walnut Street) as described above. It would also amend the DRSP with regard to changes to street classifications and configurations as follows:

- Remove the planned future extensions of Clementine Street between Katella Avenue and Orangewood Avenue and Gene Autry Way between Harbor Boulevard and Haster Street
- Reclassify Disney Way between Anaheim Boulevard and Harbor Boulevard from a six-lane Major Arterial to a four-lane Primary Arterial (with no reduction to the width of the ultimate public ROW)
- Abandon and close Magic Way to public traffic between Walnut Street and Disneyland Drive (emergency access and pedestrian access would be provided)
- Install a traffic signal on Haster Street south of Katella Avenue at the existing driveway to the Southeast District¹⁷
- Install a traffic signal on Manchester Avenue / Clementine Street at Alro Way¹⁸
- Modify the configuration of Walnut Street between Ball Road and Katella Avenue to provide a Class I Bike Path with a single two-way, off-street, shared-use pathway for pedestrians and bicycles with a minimum width of 10 feet on the east side of Walnut Street (in lieu of currently proposed Class II Bike Lanes)

¹⁷ This action would be subject to a traffic signal warrant analysis.

¹⁸ This action would be subject to a traffic signal warrant analysis.

-
- Modify the configuration of Disney Way and Clementine Street (1) to provide for a Class I Bike Path on the north side of Disney Way between Clementine Street and Anaheim Boulevard, (2) to add a Class I Bike Path on the west side of Clementine Street between Alro Way and Disney Way, and (3) to add a bike parking facility in the DRSP East Parking Area and/or the ARSP Parking overlay just north of the DRSP East Parking Area.

The purpose of the DRSP is to provide for the development of a multi-day vacation destination resort through a land use plan, public facilities plan, design plan, and zoning and development standards to ensure a high-quality resort area. The Project would not increase the total amount of allowable development compared with the DRSP as currently approved, but the amendments listed above would improve the public facilities to better implement the land use plan and better serve visitors to the resort area. Therefore, with adoption of the amendments, the Project would not conflict with the DRSP.

ANAHEIM RESORT SPECIFIC PLAN (ARSP)

The ARSP provides development and zoning standards for the ARSP area aimed at maintaining and enhancing its recreation and tourist/convention-related setting. It was first adopted in 1994 and has since been amended. The ARSP is compatible with the DRSP and is consistent with the General Plan, including roadway classifications, land use plans, and policies. The Project would amend the ARSP to add the various zoning overlays at the Disney ARSP Properties. It would also amend the ARSP with regard to changes to street classifications and configurations as discussed above for the DRSP.

Similar to the DRSP, the ARSP is an area designated for recreation and tourist/convention-related activities with a unified set of zoning and development standards, design guidelines, and public facilities plans, all of which are supported or improved by the proposed amendments. Therefore, with adoption of these amendments, the Project would not conflict with the ARSP.

CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, the Project must be reviewed in combination with nearby development projects to determine if there may be a cumulatively significant impact

resulting from inconsistency with a particular program, plan, policy, or ordinance. There are a number of proposed, approved, or under-construction development projects within the Project area, all of which are exclusively or predominantly hotels.

Each of the other developments considered in this cumulative analysis of consistency with programs, plans, policies, and ordinances was, or would be, separately reviewed and approved by the City, including a check for their consistency with applicable policies. Considered cumulatively, the addition of new hotels within the ARSP provides more capacity for Disney theme park guests to stay within walking distance of The Disneyland Resort. Most of the hotels are on ART routes that provide service directly to the East Esplanade. Therefore, the addition of new hotels and related amenities (in-hotel retail and restaurant space, for example) within the Project area would help to reduce auto trips to and from The Disneyland Resort and Disney ARSP Properties, supporting many of the programs, plans, policies, and ordinances summarized above.

The Project's effect on cumulative conditions is limited because it doesn't substantially change land use or public facilities plans compared to the current DRSP and ARSP. The VMT analysis provided in Chapter 4 includes analysis of cumulative conditions. Further, the Project's effect on traffic circulation is limited because, even with potential development of theme park space in the Theme Park Overlays, theme park guest parking would still be concentrated at the West Parking Area and East Parking Area, as in the current DRSP. Therefore, the Project, together with nearby development projects, would not create inconsistencies nor result in cumulative impacts with respect to the identified programs, plans, policies, and ordinances.

PERFORMANCE AND SAFETY ANALYSIS

The City's impact threshold for Active Transportation and Public Transit analysis requires not only review of potential conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, but also analysis of any potential performance or safety decrease in such facilities.

Public Transit

During development of the Project, Disney may relocate the East Esplanade transportation center from the west side of Harbor Boulevard to the East Parking Area or adjacent Parking Overlay. The relocated transportation center would continue to provide loading areas for public and private buses and shuttles and would be fully integrated into the pedestrian circulation system for The Disneyland Resort. PDF 3.3-5 of the DR EIR, under which the transportation center was first developed, proposed that it would initially be located west of Harbor Boulevard but would eventually be relocated to the East Parking Area and, therefore, this potential relocation is not a new feature of the Project. There would be no performance or safety decrease resulting from this feature and, therefore, no significant impact.

Bicycle Facilities

The discussion of Project consistency with the Bicycle Master Plan above provides a detailed description of the Project's proposed amendments and features relating to bicycle infrastructure. In each case, the Project proposes to maintain or upgrade facilities from current plans. The Project would pay in-lieu contributions to the City and dedicate ROW adjacent to the Project Site on Ball Road and Haster Street for proposed Class II Bike Lanes on those streets. It would result in an upgrade to the proposed bicycle facilities on Walnut Street. The proposed Class I Bike Path on Disney Way would also be upgraded to connect to a proposed Class I Bike Path on Clementine Street leading to a proposed bicycle parking area within the East Parking Area or the Parking Overlay adjacent to the East Parking Area, which would be fully integrated into the pedestrian circulation system for The Disneyland Resort. This particular feature, though a shorter overall Bike Path compared to the current plan for the Class I Bike Path to travel on Disney Way between Harbor Boulevard and Anaheim Boulevard, is an upgrade because the endpoint within the East Parking Area or adjacent Parking Overlay would provide bicycle parking and a more direct connection into The Disneyland Resort pedestrian system. Overall, the Project would improve the safety and performance of the bicycle infrastructure within the Anaheim Resort area.

Pedestrian Facilities

The Project would upgrade the pedestrian circulation system through the installation of at least one and up to three pedestrian bridges over Harbor Boulevard between Manchester Avenue and Disney Way. It would also install a pedestrian signal on Walnut Street at Magic Way. It would maintain a non-ticketed pedestrian route for east-west circulation between Harbor Boulevard and Disneyland Drive between the two existing theme parks, maintaining connectivity between Harbor Boulevard and Walnut Street and the theme parks, hotels, Downtown Disney, and parking facilities along Disneyland Drive. With the development of a parking structure in the East Parking Area of the Parking District, there would not be a pedestrian sidewalk on the north side of Disney Way adjacent to the structure. However, a pedestrian pathway would connect the East Parking Area to the sidewalk west of the East Parking Area continuing west to Harbor Boulevard, providing more direct pedestrian access to the primary pedestrian destination in the area. Future development within the Project Site would be subject to specific development standards intended to enhance the pedestrian experience with a focus on accessibility and safe passage. Overall, the Project would improve the safety and performance of the pedestrian infrastructure within the Anaheim Resort area.

Chapter 4

Project Consistency with CEQA Guidelines Section 15064.3, Subdivision (b) (VMT Analysis)

This chapter presents an analysis of the Project's potential VMT impacts in accordance with the City Guidelines and CEQA requirements, specifically CEQA Guidelines Section 15064.3, subdivision (b). The City Guidelines were developed based on the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California Governor's Office of Planning and Research, December 2018) ("Technical Advisory"), which provides recommendations regarding VMT analysis methodology and thresholds for identifying significant impacts while emphasizing the discretion a lead agency (i.e., the City) has in setting local requirements and thresholds.

VMT BACKGROUND

VMT is a measure of the total distance traveled by all vehicles over a period of time (typically measured on a daily basis) and is strongly correlated with greenhouse gas ("GHG") emissions. State law mandates reductions in GHG emissions¹⁹ and the California Air Resources Board determined that VMT reduction is needed to comply with the mandated GHG emission reductions. On a basic level, higher VMT is correlated with traffic congestion and increased travel times. According to the Technical Advisory, increases in VMT also lead to increases in vehicle crashes, poorer air quality, increases in chronic diseases associated with reduced physical activity, and poorer mental health. Prior to SB 743, LOS-based CEQA thresholds tended to promote development in lower-density areas, which has the effect of increasing VMT.

The Technical Advisory, therefore, recommends CEQA thresholds designed to reduce VMT by incentivizing development in areas with higher density, more public transit service, and a higher degree of walkability. They also incentivize higher-density development and mixed-use development, which can inherently reduce VMT on a per-capita basis. At the level of individual

¹⁹ Senate Bill 32 (Pavley, 2016) requires a reduction in GHG emissions to 40% below Year 1990 levels by Year 2030. Executive Order B-16-12 targets an 80% reduction in GHG emissions (also compared to Year 1990 levels) by Year 2050.

developments, the recommended thresholds are generally based on VMT per capita. This is in order to promote higher-density developments, which may result in overall increases in VMT but are still fully consistent with the goals of SB 743 because they reduce VMT on a per-capita basis.

VMT SCREENING

The City Guidelines identify three screening criteria which can be used to conclude that a development project would not result in a significant VMT impact:

- Transit Priority Area (“TPA”) Screening: Projects that are located within a TPA (i.e., within 0.5 miles of an existing major transit stop or a stop along a high-quality transit corridor) and meet certain other requirements pertaining to minimum density, maximum parking provided, and consistency with regional sustainability goals, may be considered to have a less-than-significant impact absent substantial evidence to the contrary.
- Low VMT Area Screening: Residential and office development projects located within an area known to produce low VMT may be presumed to have a less-than-significant impact absent substantial evidence to the contrary.
- Project-Type Screening: Certain types of development projects, such as local-serving retail uses and local resident amenities, as well as very small developments, are presumed to have a less-than-significant impact absent substantial evidence to the contrary.

The Project is not located within a low VMT area, and it does not meet the requirements of the project-type screening. Portions of the Project are located in a TPA based on the map provided in the City Guidelines. However, the Project does not necessarily meet the density and parking requirements of the TPA screening, and because it is a major regional attraction with atypical trip characteristics (compared to residential or office projects, for example), it is reasonable to conclude that the Project should not be screened out based on its location partially within a TPA. Therefore, a detailed VMT analysis is necessary to determine whether the Project would result in a potentially significant VMT impact.

VMT ANALYSIS METHODOLOGY AND THRESHOLDS OF SIGNIFICANCE

OCTAM

As noted in Chapter 1, City Guidelines require that a detailed VMT analysis be conducted using OCTAM, the County's regional travel demand forecasting tool. OCTAM is a comprehensive tool running on TransCAD software used to forecast travel patterns based on existing and planned land uses, household characteristics, transportation infrastructure, and travel costs. Its forecasts are based on socioeconomic projections (including resident population, income, housing types and household size, school and university enrollment, and retail, service, and other employment) prepared by the Center for Demographic Research at California State University, Fullerton. These projections are provided for each traffic analysis zone ("TAZ") in OCTAM. Beyond the County limits, it incorporates socioeconomic data forecasts consistent with the Southern California Association of Governments ("SCAG") regional travel demand model and, thus, is consistent with *The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (SCAG, April 2016). OCTAM was calibrated to Year 2016 conditions as a baseline and forecasts future (cumulative) conditions in Year 2045.

OCTAM estimates trip generation based on a series of time-of-day and trip purpose factors. The most common trip purposes include home-based-work (i.e., trips between a person's residence and their workplace), home-based-other (i.e., trips between a person's residence and another non-workplace location), and non-home-based (i.e., trips that neither begin nor end at a person's residence). These trips are distributed between origins and destinations using a gravity model, in which the model seeks to find the shortest route based on travel time.

OCTAM calculates production and attraction trips for each TAZ (e.g., trips produced at a residential use and attracted to a non-residential use). These trips are converted into estimates of VMT through a post-process that considers trip purpose, travel mode, time of day, and trip lengths for each TAZ. While OCTAM does not directly incorporate trip generation estimates for all types of "home-based-other" trips (such as daily theme park guests and retail customers), it assigns guest and customer trips in proportion to the number of service employees at a given land use. In this manner, The Disneyland Resort attracts thousands of daily employee trips and multiples more daily theme park visitor trips.

Methodology

The City Guidelines require four scenarios to be run in OCTAM: Baseline, Baseline plus Project, Cumulative no Project, and Cumulative plus Project. OCTAM's Baseline condition is based on Year 2016 conditions and its Cumulative condition is forecast to Year 2045. The Baseline and Cumulative no Project scenarios represent the existing year and future forecast year conditions in OCTAM, respectively, without any modifications. The "plus Project" conditions were developed by modifying the Baseline and Cumulative no Project scenarios to include the Project, including land use changes and roadway modifications.

In the case of the Project, OCTAM inputs were modified to include the relocation of hotel rooms and the removals of and modifications to roadways. In OCTAM, parking spaces are not trip generators and, therefore, the additional parking spaces the Project allows at HCML are not accounted for in the model. Rather, OCTAM assumes trips begin and end within the TAZs where the land uses (i.e., hotels, theme parks, etc.) are located. For the purposes of this VMT analysis, the fact that OCTAM does not account for new parking spaces allowed to be developed at HCML would tend to result in longer trip assumptions, as the hotel and theme park TAZs are generally farther from I-5 than HCML. Similarly, OCTAM inputs regarding theme park locations were not modified to incorporate the Theme Park East and Theme Park West Overlays, as this would cause OCTAM to assume modified traffic patterns associated with theme park parking, when in fact the only modification to parking is the addition of parking at HCML. Therefore, OCTAM provides a conservative estimate of VMT for the Project.

Origin-Destination (OD) Method. OCTAM estimates project-generated VMT using the OD Method, which multiplies each project-generated trip by its corresponding trip length. This total VMT is, therefore, the cumulative sum of miles traveled by trips generated by a project and includes VMT generated from home to work (and vice versa) and from home to non-work locations (such as for shopping trips).

Because the amount of total VMT correlates to the specific project, direct comparisons of total VMT are not particularly useful. Rather, the total VMT is divided by the service population (residents plus employees) to produce an efficiency metric that can be compared across different geographic areas, such as the average over a larger area. The City's significance criteria, described below, are based on VMT per service population.

Boundary Method. OCTAM can also be used to estimate a project’s effect on total VMT within a region using the Boundary Method. The Boundary Method multiplies the number of trips on each link of the OCTAM roadway network within a specified geographic area (i.e., a set of TAZs) by the length of that link. This results in a calculation of total VMT within an area, regardless of the source or length of that individual trip. The total VMT estimated by the Boundary Method can be divided similarly by the service population to produce an efficiency metric that can be compared across different geographic areas.

Service Population

The City Guidelines define service population as the sum of the residential population and total employment within a given geographic area (i.e., a given TAZ or set of TAZs). Throughout most of the City, most vehicle trips to and from a given area are made by residents or employees within that area and, thus, the VMT per service population is generally representative of the average VMT per person in that area.

However, in the Anaheim Resort area, there is a substantial amount of total VMT generated by daily theme park visitors, the number of whom are not included in the City’s standard definition of service population. As a result, any calculation of VMT per person solely based on residents (of which there are few to none) and employees within the Anaheim Resort area would be artificially high due to the relatively low population.²⁰ Therefore, in consultation with City staff, the Project’s VMT analysis uses a modified definition of service population which includes an estimate of theme park visitors in addition to residents and employees (“modified service population” or “MSP”). The implementation of this strategy is described in detail as part of the VMT analysis below.

Impact Thresholds

The City Guidelines identify two thresholds for identifying significant VMT impacts for a development project:

²⁰ As compared with the total number of people in The Disneyland Resort (i.e., inclusive of theme park guests)

-
1. *A project would result in a significant project-generated VMT impact if the baseline project-generated or cumulative project-generated VMT per service population exceeds 15% below the County of Orange baseline VMT per service population; or,*
 2. *The project's effect on VMT would be considered significant if the baseline or cumulative link-level boundary Citywide VMT per service population increases under the "plus project" condition compared to the "no project" condition.*

Under Criteria 1, the Project-generated VMT per service population is estimated using the OD Method, which uses the total VMT generated by the specific TAZs encompassing the Project divided by the MSP for those TAZs. The County baseline VMT per service population is based on the total VMT generated by the entire County (encompassing all TAZs within the County) divided by the MSP for the County. The significance threshold is 85% of the County baseline VMT per MSP (i.e., 15% less than the County VMT per MSP based on the existing "Baseline" scenario in OCTAM). If the Project-generated VMT per MSP would exceed that threshold, the Project would have a significant VMT impact under Criteria 1.

Under Criteria 2, the total City-wide VMT per MSP (encompassing all TAZs within the City) is calculated using the Boundary Method. The resulting VMT per MSP is compared between "plus Project" and "no Project" conditions under both baseline and cumulative OCTAM scenarios. If the "plus Project" condition would generate more VMT per MSP on a City-wide basis, the Project would have a significant VMT impact under Criteria 2.

PROJECT VMT ANALYSIS

As described above, four scenarios were run in OCTAM (Baseline no Project, Baseline plus Project, Cumulative no Project, and Cumulative plus Project). VMT was calculated in two ways (the total VMT by TAZ used in Criteria 1 and the link-based VMT used in Criteria 2), and it was calculated for multiple geographic areas (County-wide and for the specific Project TAZs for Criteria 1 and City-wide for Criteria 2). The "no Project" scenarios were run without modifications to OCTAM and the "plus Project" scenarios included changes resulting from the Project.

The Project-specific changes made to OCTAM's baseline included the following:

- Relocation of a portion of DRSP hotel rooms from the original Hotel District to the Southeast District and the expanded Theme Park District
- Removal of planned future extension of Gene Autry Way to through traffic between Harbor Boulevard and Haster Street
- Removal of planned future extension of Clementine Street to through traffic between Katella Avenue and Orangewood Avenue
- Closure of Magic Way at Walnut Street
- Reduction on Disney Way between Harbor Boulevard and Clementine Street from six lanes to four lanes without changing the width of the public ROW

Additionally, it was necessary to calculate the MSP for each geographic area used in the analysis. OCTAM provides the residential population and total employment for each TAZ, so the number of theme park visitors was separately estimated. The employee and visitor patterns for theme park space at The Disneyland Resort are expected to be consistent regardless of the location of that space (i.e., space developed at one of the Theme Park Overlays would behave similarly to space developed in the Theme Park District). The DR EIR included forecasts of daily theme park attendance with the buildout of theme park space permitted under the DRSP and, upon consultation with City staff, these estimates were determined appropriate for use. The DR EIR estimated 39,550 average daily theme park visitors during shoulder season, which is a non-summer weekday as defined in the traffic study²¹ supporting the DR EIR, and 104,125 average daily theme park visitors during peak season, which is a busy summer weekday. This analysis conservatively used the shoulder season estimate of 39,550 daily visitors in the calculation of the MSP as it produced a larger VMT per capita compared to peak season visitor assumptions.

Table 3, *VMT Analysis – Criteria 1, Before Mitigation*, summarizes the results of the VMT analysis using the OD Method and application of Criteria 1, prior to mitigation. As shown, the County-wide VMT per MSP is 26.0 miles under OCTAM baseline conditions and 28.2 miles under OCTAM cumulative conditions. The impact thresholds, which are 15% below those levels, are 22.1 miles and 24.0 miles, respectively. The Project-generated VMT per MSP is 23.7 miles under baseline conditions and 25.1 miles under cumulative conditions. In both analysis periods, the Project-

²¹ *The Disneyland Resort Traffic Study*, Barton-Aschman Associates, Inc., November 6, 1992.

generated VMT per MSP would exceed the threshold of significance. Therefore, prior to mitigation, the Project would result in a significant impact with respect to VMT under Criteria 1. As shown, the Project VMT impact would exceed the threshold by approximately 7.2% under baseline conditions and 4.6% under cumulative conditions.

Table 4, *VMT Analysis – Criteria 2, Before Mitigation*, summarizes the results of the VMT analysis using the Boundary Method and application of Criteria 2, prior to mitigation. The total VMT is the Citywide VMT as calculated using the Boundary Method. Because of the relocations of hotels and the changes to the roadway network, the total Citywide VMT is slightly changed by the Project. The MSP, however, does not change because those Project effects do not affect populations. As shown, the City-wide VMT per MSP is 11.52 miles under OCTAM baseline conditions and 11.40 miles under OCTAM cumulative conditions without the Project. With the Project, the City-wide VMT per MSP would increase to 11.55 miles under baseline conditions and decrease to 11.39 miles under cumulative conditions. Therefore, prior to mitigation, the Project would result in a significant impact with respect to VMT under Criteria 2 under baseline conditions because the Citywide VMT per MSP would increase by approximately 0.3%.

VMT MITIGATION

Based on the analyses above, summarized in Tables 3 and 4, the Project would result in a significant impact with respect to VMT under both Criteria 1 and Criteria 2. Under Criteria 1, the Project VMT per MSP would exceed the threshold by approximately 7.2% under baseline conditions and 4.6% under cumulative conditions. Under Criteria 2, the With Project Conditions Citywide VMT per MSP would increase by approximately 0.3% under baseline conditions. Mitigation is required to reduce the VMT impacts below the applicable thresholds.

TDM in OCTAM

While OCTAM incorporates regional public transportation such as rail and major bus service into its transportation network and travel forecasts, it does not account for local TDM measures or local bus and shuttle services. Rather, the trips estimated in OCTAM are based on a primarily automobile-centric region with no special considerations of existing or proposed programs to reduce

trips. While most regional guest trips to and from The Disneyland Resort are made by passenger automobiles, many short-distance trips within The Disneyland Resort are made on foot or using one of the many local transit services in the vicinity. Additionally, Disney implemented and continues to operate a TDM program, which reduces many cast member trips to and from The Disneyland Resort. Therefore, the VMT analysis and significant impact conclusion presented above is highly conservative in that Disney's on-going TDM efforts and other VMT-reducing Project features, described in detail below, reduce VMT per capita below the OCTAM estimations.

Disney's TDM Program

Disney's current TDM program would continue to be implemented as a Project MM. Disney's TDM program is designed to reduce VMT from cast members driving to and from The Disneyland Resort. Based on Disney's annual report to the South Coast Air Quality Management District ("SCAQMD"), the following measures are currently in place:

- **Bicycle Parking and Amenities**: In addition to standard bicycle parking, The Disneyland Resort provides cast member bicycle amenities including secure bicycle storage lockers and bicycle service and repair areas, as well as discounts at local bicycle shops, to facilitate and encourage bicycle use.
- **Online Ride-matching and Carpool/Vanpool Program**: An online portal is available for Disney to relay commuter information, TDM measures, and programs that further reduce the number of vehicle trips to and from the area. The online portal also provides ride-matching services for cast members to organize carpools and vanpools and personalized transit routes and schedule information. Vanpool leasing programs are also available and financial subsidies are provided to participating cast members.
- **Guaranteed Return Trip**: This program assures transportation service to individuals who commute without their personal automobiles. This program overcomes one of the primary objections of those who could choose alternative modes of transportation, which is how to get home or to a child's school in case of an emergency. This program provides cast members with transportation to or from The Disneyland Resort in the event of a personal emergency, unplanned business-related activity, or inclement weather for cyclists and walkers. This support service is an important part of TDM implementation that assures individuals they will not be dependent on a ridesharing or transit schedule in the event of an emergency.
- **Incentives for Using Alternative Travel Modes**: The TDM program incorporates various incentives for use of alternative travel modes (e.g., transit, bus, walking, bicycling, carpool, vanpool, etc.) and other commuter programs. For example, eligible cast members are entered into prize drawings for participation in the employee commute reduction program and are also given direct financial awards for use of carpool or alternative travel mode. All

eligible cast members are also offered an annual complimentary OCTA Perk Pass for transit service. Carpool and vanpool users are offered preferential parking locations.

- Flex Schedule and Telecommuting: Flexible or alternative work schedules (e.g., 4-10 and 9-80 work schedules) are available to some cast members. Additionally, cast members who work in office settings have the option to work from home two days per week. These options reduce the number of workdays that cast members must travel to and from The Disneyland Resort, and thereby substantially reduce trips and VMT.
- Electric Vehicle Parking and Incentives: Electric vehicle charging stations have been installed and increased as needed to meet growing demand. Additionally, Disney provides cast members with annual financial incentives toward the purchase or ownership of clean vehicles. While the use of electric vehicles does not reduce VMT, it does reduce greenhouse gas emissions, which is the underlying goal of reducing VMT under CEQA.
- Shuttle Services: A backstage shuttle service is provided seven days a week with scheduled routes throughout the cast areas of The Disneyland Resort. This allows cast members to get from one area of The Disneyland Resort to another without using individual passenger vehicles.
- Promotions, Marketing, and Education: A key component of a successful TDM program is to make employers and employees aware of the various programs and benefits offered. To raise awareness about the programs and incentives described above, Disney publishes quarterly newsletters and holds annual rideshare events and regular new hire orientations. These materials and events provide information about transit schedules, commute planning, rideshare services, telecommuting, and bicycle and pedestrian plans.

Other VMT-Reducing Project Features

In addition to the TDM program described above, various characteristics of the Project contribute to low average VMT per guest and were accounted for in assessing the effectiveness of Project MMs. Single-day guests who drive to The Disneyland Resort have a high average vehicle occupancy (“AVO”) (i.e., the number of people per car) – stated to be 4.0 in the DR EIR – due to the large number of families and the cost of parking. Additionally, many guests visit for multiple days, staying in nearby hotels. The ARSP SEIR and DR EIR combined permit the development of up to 40,600 hotel rooms within The Anaheim Resort (approximately 18,000 are currently in operation²²) from which guests can get to The Disneyland Resort without needing a private automobile. These hotel guests generate minimal, if any, passenger vehicle trips to and from The Disneyland Resort. This was noted in PDFs 3.3-15 and 3.4-6 in the DR EIR, which set a target average length of stay for out-of-area guests of 1.72 nights for the purpose of reducing VMT.

²² City of Anaheim Planning & Zoning Department.

Based on data provided by Disney, the average length of stay within the three Disney-operated hotels is over 2.60 nights (both in 2019, prior to the COVID-19 pandemic, and in 2022), thus suggesting an even greater decrease in VMT.

The Disneyland Resort also provides infrastructure and proposes more improvements as part of the Project, which reduce guest VMT:

- **East Esplanade Transportation Center**: The East Esplanade transportation center, located on the west side of Harbor Boulevard between the guest entrances to The Disneyland Resort and Disney's California Adventure theme parks, provides front-door passenger loading areas for ART buses, hotel shuttles, guest parking shuttles, and cast member parking shuttles. This space, provided free-of-charge, supports convenient non-automobile transportation to and from the existing Disney theme parks by many operators, collectively serving thousands of guests and cast members per day. The Project may relocate the transportation center to the East Parking Area or adjacent Parking Overlay in accordance with PDF 3.3-5 in the DR EIR but would continue to provide direct pedestrian access between it and the theme parks via walkways and pedestrian bridges, described below.
- **Pedestrian Bridges**: Disney has already constructed pedestrian bridges over Magic Way (between Downtown Disney and the Pixar Pals parking structure) and Disneyland Drive (connecting the two sides of Downtown Disney and providing pedestrian access to the theme park gates). The Project further proposes at least one and up to three pedestrian bridges over Harbor Boulevard north of Disney Way and south of Manchester Avenue, improving pedestrian connectivity and safety within The Disneyland Resort. The Project may also construct two additional pedestrian bridges over Disneyland Drive between Magic Way and Katella Avenue. These bridges provide safer and more efficient pedestrian flow around The Disneyland Resort and reduce VMT by reducing vehicle congestion (with fewer at-grade pedestrian conflicts), thereby promoting more direct vehicular travel routes.

VMT Reduction with Mitigation

As mitigation for the Project's significant impact with respect to VMT, Disney would continue to operate its TDM program and continue to support local transit and mobility in the manner summarized above. Further, the TDM measures would be extended, as applicable, to new developments within the Disney ARSP Properties. These measures have been shown to be effective at reducing VMT both in published technical studies as well as based on empirical data at The Disneyland Resort.

Range of Effectiveness of TDM Programs. *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity: Designed for*

Local Governments, Communities, and Project Developers (California Air Pollution Control Officers Association, December 2021) (“CAPCOA Handbook”) provides, among other things, detailed analysis into quantifying how effective various TDM measures are at reducing VMT with a focus on project-level VMT reduction. The data provided in the CAPCOA Handbook is based on extensive research and technical analysis of empirical data collected at many sites employing one or more TDM measures. The key measures employed by Disney are shown in Table 5, *Effectiveness of Transportation Demand Management Measures*, along with the CAPCOA Handbook calculations of their ranges of effectiveness. As shown, many of the measures employed by Disney have the potential, on their own, to reduce VMT by more than 7.2%.

An earlier CAPCOA publication, *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures* (CAPCOA, August 2010) (2010 CAPCOA Report) also provides guidance on maximum effectiveness of TDM programs when multiple measures are combined. The maximum value for effectiveness of transportation-based VMT reduction measures is based on research into maximum VMT reductions in different types of geographic settings. The Anaheim Resort area falls between a “compact infill” setting (defined as within the central city or inner-ring suburb with high-frequency transit service) and a “suburban center” setting (defined as a cluster of multi-use development within dispersed, low-density, automobile dependent land use patterns). The CAPCOA Handbook identifies a maximum 40% reduction for compact infill sites and 20% reduction for suburban center sites. As shown in Table 5, conservatively assuming The Anaheim Resort area is a suburban center, the TDM program has the potential to reduce VMT between 6.9% and 20%.

Effectiveness of Disney’s TDM Program. Disney annually reports to the SCAQMD on the effectiveness of its TDM program for cast members at The Disneyland Resort. The report is based on a representative survey of cast members about their trip activity to and from The Disneyland Resort over a five-day period. Each cast member reported on their commute mode, including whether they carpooled, telecommuted, had the day off, etc. Based on the survey completed in year 2019 prior to the COVID-19 pandemic, approximately 77% of cast members drove alone to and from The Disneyland Resort during the morning and afternoon peak periods and the remaining 23% used alternative modes (including transit, walking or riding bicycles, carpool or vanpool) or telecommuted (less than 1%), resulting in an average of approximately 0.83 vehicle round trips per employee. Based on the most recent survey completed in 2022, which used data

collected in April 2022, approximately 69% of cast members drove alone to and from The Disneyland Resort during the morning and afternoon peak periods and the remaining 31% used alternative modes or telecommuted, resulting in an average of approximately 0.74 vehicle round trips per employee. While transit and carpool/vanpool modes were down slightly, telecommuting was substantially increased to approximately 14% of workers, reflecting cast members taking advantage of work from home policies. A new policy allows office-based cast members to work from home two days per week and, therefore, it is anticipated that the majority of the increase in telecommuting will persist indefinitely. Regardless, based on both the year 2019 survey and the year 2022 survey, cast member trips (and, thus, VMT) were reduced by greater than the 7.2% needed to reduce the VMT impacts to a less-than-significant level.

While guest trips are not included in the SCAQMD reporting, as described above, there is ample evidence that VMT per guest is substantially lower than VMT per MSP estimated in Tables 3 and 4. In particular, there is a high AVO for guests traveling to and from The Disneyland Resort. In addition, thousands of guests stay for multiple days at hotels in The Anaheim Resort, supported by the pedestrian and transit infrastructure in the area, especially those facilities installed by Disney. Guests staying at nearby hotels generate substantially less VMT per guest than those arriving from their residences or hotels throughout the broader region.

Based on the continued operation of Disney's robust TDM program and design features within The Disneyland Resort and the information provided above, it is estimated that VMT would be reduced by at least 10% compared to a scenario in which those programs and features were not provided. This is supported by the estimates of TDM effectiveness from Table 5, whether or not any effects of those measures not quantified by the CAPCOA Handbook are included.

Table 6, *VMT Analysis – Criteria 1, After Mitigation*, shows the VMT results after mitigation under Criteria 1. As shown, with the 10% reduction in Project-related VMT, the baseline Project VMT per MSP would be reduced to 21.3 miles, which is less than the baseline impact threshold of 22.1 miles. The cumulative Project VMT per MSP would be reduced to 22.6 miles, which is less than the cumulative impact threshold of 24.0 miles. Therefore, the identified VMT impact under Criteria 1 would be reduced to a less-than-significant level.

Table 7, *VMT Analysis – Criteria 2, After Mitigation*, shows the VMT results after mitigation under Criteria 2. As shown, the 10% reduction in Project-related VMT would reduce the Citywide VMT per

MSP to 11.31 miles under baseline conditions and 11.16 miles under cumulative conditions, both of which are less than the baseline impact thresholds of 11.52 miles and 11.40 miles, respectively. Therefore, the identified VMT impact under Criteria 2 would also be reduced to a less-than-significant level.

**TABLE 3
VMT ANALYSIS - CRITERIA 1, BEFORE MITIGATION**

Description	Baseline [a]	Cumulative [b]
County		
Countywide Total VMT	150,035,379	171,690,341
Modified Service Population		
<i>Employees / Residents / Students</i>	5,729,834	6,038,857
<i>Theme Park Visitors</i>	39,550	39,550
Total	5,769,384	6,078,407
VMT per Modified Service Population	26.0	28.2
Impact Threshold	22.1	24.0
Project, Before Mitigation		
Countywide Total VMT	1,797,862	2,019,725
Modified Service Population		
<i>Employees / Residents / Students</i>	36,344	40,886
<i>Theme Park Visitors</i>	39,550	39,550
Total	75,894	80,436
VMT per Modified Service Population	23.7	25.1
Significant Impact, Before Mitigation [c]	YES	YES
Amount Above Impact Threshold	7.2%	4.6%

Notes:

- [a] Baseline condition is based on OCTAM's existing baseline (calibrated to year 2016).
- [b] Cumulative condition is based on OCTAM's future cumulative condition (estimated to year 2045).
- [c] A significant impact is identified if the Project-generated VMT per Modified Service Population exceeds the impact threshold, which is 15% below the County-wide VMT per Modified Service Population.

**TABLE 4
VMT ANALYSIS - CRITERIA 2, BEFORE MITIGATION**

Description	Baseline [a]	Cumulative [b]
<i>No Project Conditions</i>		
Citywide Total VMT	8,531,141	9,787,591
Modified Service Population		
<i>Employees / Residents / Students</i>	<i>700,784</i>	<i>818,683</i>
<i>Theme Park Visitors</i>	<i>39,550</i>	<i>39,550</i>
Total	740,334	858,233
VMT per Modified Service Population	11.52	11.40
<i>With Project Conditions, Before Mitigation</i>		
Citywide Total VMT	8,550,197	9,778,064
Modified Service Population		
<i>Employees / Residents / Students</i>	<i>700,784</i>	<i>818,683</i>
<i>Theme Park Visitors</i>	<i>39,550</i>	<i>39,550</i>
Total	740,334	858,233
VMT per Modified Service Population	11.55	11.39
Significant Impact, Before Mitigation [c]	YES	NO
Amount Above Impact Threshold	0.3%	-0.1%

Notes:

- [a] Baseline condition is based on OCTAM's existing baseline (calibrated to year 2016).
- [b] Cumulative condition is based on OCTAM's future cumulative condition (estimated to year 2045).
- [c] A significant impact is identified if the VMT per Modified Service Population is greater with the Project than without the Project.

**TABLE 5
EFFECTIVENESS OF TRANSPORTATION DEMAND MANAGEMENT MEASURES**

CAPCOA Code and Measure Name	Measure Description	Range of VMT Reduction	Project Support	
Quantified GHG Reduction Measures				
T-3	Provide Transit-Oriented Development	Locate a project in a walkable area with a mix of uses and access to transit.	6.9 - 31.0%	Incorporation of the East Esplanade transportation center into the design of The Disneyland Resort [a]
T-6	Implement Commute Trip Reduction Program with Mandatory Implementation and Monitoring	Provide a combination of measures T-7 through T-11 below with required annual monitoring.	0 - 26% [b]	The measures below, with annual reporting to the South Coast Air Quality Management District
T-7	Implement Commute Trip Reduction Marketing	Use marketing strategies, promotions, and new employee orientations to encourage use of TDM programs.	0 - 4%	Quarterly newsletters, new-hire orientations, and events and promotions including financial incentives
T-8	Provide Ridesharing Program	Promote ridesharing with designated parking, loading and unloading areas, and offering ridesharing services	0 - 8%	Ridematching and designated parking as well as financial incentives
T-9	Implement Subsidized or Discounted Transit Program	Provide subsidized daily or monthly public transit passes for employees.	0.0 - 5.5%	75% subsidy for cast members commuting by transit, up to \$100 per month
T-10	Provide End-of-Trip Bicycle Facilities	Provide bicycle parking, showers, and lockers for employee use.	0.1 - 4.4%	Bicycle parking, including secure bike storage and repair services, including bicycle parking within the East Parking Area
T-11	Provide Employer-Sponsored Vanpool	Provide an employer-sponsored commuter vanpool service.	3.4 - 20.4%	Ridematching, financial incentives, and vanpool subsidies as well as designated parking; also, backstage cast member shuttles to move around the Project site
T-18	Provide Pedestrian Network Improvements	Provide a pedestrian access network linking areas of the Project site to encourage walking instead of driving.	0.0 - 6.4%	Pedestrian walkways and bridges, existing and proposed
		Overall Range of VMT Reduction	6.9% - 20.0% [c]	

Notes:

CAPCOA: California Air Pollution Control Officers Association.

Source: *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (CAPCOA, 2021).

[a] The Project may relocate the transportation center to the East Parking Area on Manchester Avenue.

[b] This measure represents the cumulative maximum range of effectiveness of a combination of measures including T-7 through T-11. The individual ranges of effectiveness for those measures represent individual maximums, but when combined together they were found not to exceed the range of effectiveness of T-6 (26%).

[c] The upper bound of VMT reduction is capped at 20% based on the maximum value for suburban centers identified in *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures* (CAPCOA, 2010).

**TABLE 5 (CONT'D)
EFFECTIVENESS OF TRANSPORTATION DEMAND MANAGEMENT MEASURES**

CAPCOA Code and Measure Name	Measure Description	Project Support
<i>Non-Quantified GHG Reduction Measures</i>		
T-32 Orient Project Toward Transit, Bicycle, or Pedestrian Facility	Minimize distance between the project and planned or existing transit, bicycle, and pedestrian corridors.	Incorporation of the East Esplanade transportation center into the design of The Disneyland Resort [a]
T-34 Provide Bike Parking	Provide short-term and long-term bicycle parking facilities for employees and visitors.	Bicycle parking, including secure bike storage and repair services, including bicycle parking within the East Parking Area
T-39 Implement Preferential Parking Permit Program	Provide reduced price or preferentially located parking for carpools, vanpools, and rideshares.	Preferential vanpool parking.
T-42 Implement Telecommute and/or Alternative Work Schedule Program	Encourage telecommuting, flexible schedules, and alternative work schedules.	Office cast members may work from home two days per week.
<i>Other Project Features That Could Reduce VMT</i>		
T-2 Increase Job Density	Increased employment density results in shorter and fewer trips by single-occupant vehicles.	Project would increase employee concentration in The Anaheim Resort.
T-19A Construct or Improve Bike Facility	Construct or improve a bicycle lane that connects to a larger bicycle network.	Project would construct Class I Bike Paths on Walnut Street, Disney Way, and Clementine Street and a bicycle parking area within the East Parking Area. Project would also contribute right-of-way and in-lieu payments supporting installation of bicycle lanes on Ball Road and Haster Street adjacent to the Project Site.

Notes:

CAPCOA: California Air Pollution Control Officers Association.

Source: *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (CAPCOA, 2021).

[a] The Project may relocate the transportation center to the East Parking Area on Manchester Avenue.

TABLE 6
VMT ANALYSIS - CRITERIA 1, AFTER MITIGATION

Description	Baseline [a]	Cumulative [b]
County VMT Impact Threshold [c]	22.1	24.0
Project VMT per Modified Service Population [c]	23.7	25.1
Significant Impact, Before Mitigation [c]	YES	YES
Amount Above Impact Threshold [c]	7.2%	4.6%
Estimated Mitigation Effectiveness	10%	
Project VMT per Modified Service Population, After Mitigation	21.3	22.6
Significant Impact, After Mitigation [d]	NO	NO

Notes:

- [a] Baseline condition is based on OCTAM's existing baseline (calibrated to year 2016).
- [b] Cumulative condition is based on OCTAM's future cumulative condition (estimated to year 2045).
- [c] See Table 3.
- [d] A significant impact is identified if the Project-generated VMT per Modified Service Population exceeds the impact threshold, which is 15% below the County-wide VMT per Modified Service Population.

**TABLE 7
VMT ANALYSIS - CRITERIA 2, AFTER MITIGATION**

Description	Baseline [a]	Cumulative [b]
<i>No Project Conditions</i> [c]		
Citywide Total VMT	8,531,141	9,787,591
Modified Service Population	740,334	858,233
VMT per Modified Service Population	11.52	11.40
<i>Mitigation Effectiveness</i>		
Project-Only VMT, Before Mitigation [d]	1,797,862	2,019,725
Estimated Mitigation Effectiveness	10%	10%
Project VMT Reduction due to Mitigation	(179,786)	(201,973)
<i>With Project Conditions, After Mitigation</i>		
Citywide Total VMT, Before Mitigation [c]	8,550,197	9,778,064
Project VMT Reduction due to Mitigation	(179,786)	(201,973)
Citywide Total VMT, After Mitigation	8,370,411	9,576,091
Modified Service Population	740,334	858,233
VMT per Modified Service Population	11.31	11.16
Significant Impact, After Mitigation [e]	NO	NO

Notes:

- [a] Baseline condition is based on OCTAM's existing baseline (calibrated to year 2016).
- [b] Cumulative condition is based on OCTAM's future cumulative condition (estimated to year 2045).
- [c] See Table 4.
- [d] See Table 3.
- [e] A significant impact is identified if the VMT per Modified Service Population is greater with the Project than without the Project.

Chapter 5

Potential for Project to Increase Hazards Due to a Geometric Design Feature or Incompatible Use

This chapter presents an analysis of potential safety, operational, or capacity impacts that could be caused by the design or location of Project access points or due to incompatible adjacent land uses. Specifically, as noted in Chapter 1, the analysis seeks to determine whether the Project “would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).”

The Project would have many access points spread throughout the Project area, including to and from arterial streets such as Ball Road, Katella Avenue, Harbor Boulevard, and Haster Street. The existing driveway on Haster Street to the Southeast District would be equipped with a traffic signal, subject to a technical study proving the signal would meet warrants, as would the intersection of Manchester Avenue / Clementine Street & Alro Way. Additionally, the Project would develop new transportation infrastructure including internal roadways, pedestrian bridges, and, potentially, vehicular flyovers (e.g., to provide direct access to the East Parking Area from Disney Way). These access points and infrastructure improvements have not been planned or designed in detail, but such features were originally contemplated in the DR EIR and continue to be proposed as features of the Project. These features would be designed and developed in compliance with City standards from the Building Division, Public Works, and the Fire & Rescue Department and in consultation with City staff. The designs would not result in hazardous conditions due to geometric configuration.

The Project is a destination resort with retail, dining, entertainment, theme park, and hotel uses and is located in a specially designated resort district within the City and, therefore, it is compatible with surrounding land uses.

Therefore, the Project would result in a less-than-significant impact with respect to potential hazards and no mitigation is required.

Chapter 6

Project Effect on Emergency Access

This chapter presents an analysis of whether the Project would result in inadequate emergency access.

As described in Chapter 5, the Project access points and infrastructure improvements, including internal roadways, have not yet been planned or designed in detail. These features would be designed and developed in compliance with City standards from the Building Division, Public Works, and the Fire & Rescue Department. All designated fire lanes would meet requirements and would be reviewed and approved by the Fire & Rescue Department prior to issuance of a building permit. While the Project does propose to close Magic Way to through traffic, emergency vehicle access to uses within The Disneyland Resort would be provided to the satisfaction of the City, including emergency vehicle access at Magic Way.

Temporary construction activities are not expected to result in the full closure of any public streets and, thus, public routes for emergency response would be provided during construction to the satisfaction of the City.

Therefore, the Project would result in a less-than-significant impact with respect to emergency access and no mitigation is required.

Chapter 7

Project Construction

The DR EIR and ARSP SEIR noted that construction of The Disneyland Resort would impact City streets either due to construction traffic or temporary disruptions to roadway capacity due to adjacent construction activity. The DR EIR, therefore, required any construction activities that would result in disruption to traffic to prepare and implement traffic management plans. These include a Truck Route Plan identifying haul truck routes (PDF 3.8-3), a Construction Traffic Management Plan to govern construction activity (PDF 3.8-4), a Trip Reduction Plan for construction crew vehicles (PDF 3.8-5), a Traffic Management Plan to sequence and phase off-site roadway and infrastructure improvements (PDF 3.8-6), and an Infrastructure Coordination Plan to coordinate construction schedules with other areawide improvements (PDF 3.8-7). These measures would apply equally to construction on the Disney ARSP Properties.

Construction of the Project would occur in stages as market conditions indicate over a period of up to 40 years in accordance with a Development Agreement. For each stage of construction, Disney would prepare and submit the appropriate traffic management plans and would work with the City to implement them.

Chapter 8

The Disneyland Resort Project and ARSP Mitigation Measures and Project Design Features

The Project would be subject to MMs and PDFs from the DR EIR and ARSP SEIR to the extent they have not already been implemented. A summary of those measures is provided below, and the full text of each measure is provided in Appendix A.

THE DISNEYLAND RESORT PROJECT MITIGATION MONITORING PROGRAM NO. 0067

- MM 3.3-1: Implement all PDFs or their environmental equivalent.
- MM 3.3-2: Pay appropriate traffic signal assessment fees.
- MM 3.3-3A: Dedicate the ultimate ROW for arterial highways and intersections on or adjacent to parcels under Disney ownership. [Completed.]
- MM 3.3-3B: Dedicate the ultimate ROW for any properties acquired by Disney in the future adjacent to arterial highways.
- MM 3.3-4: Guest transportation systems will move guests from the parking facilities to the Theme Park District. [Completed.]
- MM 3.3-5: A bus and shuttle drop-off area will be located adjacent to Harbor Boulevard north of Disney Way. It may be located adjacent or internal to the East Parking Area parking structure. [Completed.]
- MM 3.3-6: Implement the traffic improvements identified in Table 3.3-16 [of Mitigation Monitoring Program No. 0067] in accordance with the phasing plan approved by the City Engineer. [Completed.]
- MM 3.3-8: Add eastbound and westbound dual left-turn lanes and an eastbound right-turn lane to Intersection #16, Clementine Street & Katella Avenue; Add a southbound right-turn pocket to the entrance to the Southeast District on Haster Street and provide west half-width of a six-lane arterial south of Katella Avenue to the southern property line of the Southeast District. [Completed.]
- MM 3.3-9: Add a westbound right-turn lane at Intersection #18, Anaheim Boulevard & Ball Road; Modify Intersection #6, Ox Road / Cast Place & Ball Road to provide (1) a minimum

of 150 feet of dual lane storage or a minimum of 250 feet of single-lane storage for the westbound left-turn lane, (2) an eastbound right-turn pocket with 250 feet of storage, and (3) three inbound and a minimum of two outbound lanes and an entrance gate at least 400 feet south of Ball Road serving the Disneyland Administration Building entrance. [Completed.]

- PDF 3.3-1: Public parking facilities at the Southeast District and/or the East Parking Area will be oriented to receive northbound I-5 traffic.
- PDF 3.3-2: Access roads leading to the parking facilities shall be sized to accommodate peak hour traffic.
- PDF 3.3-3: Building plans shall show direct ramps to each level of the East Parking Area facilities and accommodate a “speed parking” operation.
- PDF 3.3-4: Conveyance systems will transport The Disneyland Resort guests around the Project.
- PDF 3.3-5: A theme park drop-off area for buses and shuttles will be located adjacent to Harbor Boulevard north of Disney Way or internal to the East Parking Area of the Parking District or another accessible location.
- PDF 3.3-6: A mixed-flow off-ramp from southbound I-5 to Disneyland Drive will replace the existing Ball Road off-ramp as part of Caltrans’ I-5 Widening Project. [Completed.]
- PDF 3.3-7: A two-lane flyover overcrossing will be constructed over Intersection #4, Disneyland Drive & Ball Road, to provide convenient access between I-5 and the West Parking Area. [Completed.]
- PDF 3.3-8: Signalized intersections will be provided at major hotel entrances along Disneyland Drive between Katella Avenue and Ball Road. [Completed.]
- PDF 3.3-9: Disney Way [formerly Freedman Way] will be widened to three through lanes, where possible, and necessary turn lanes, in each direction between Harbor Boulevard and I-5. [Completed.]
- PDF 3.3-10: The capacity of Walnut Street will be restrained from Katella Avenue to Ball Road to discourage increased traffic on Walnut Street. [Completed.]
- PDF 3.3-11: Magic Way [formerly Cerritos Avenue] will be shifted north by approximately 1,100 feet between Walnut Street and Disneyland Drive and left turns to and from Walnut Street will be prohibited. [Completed.]
- PDF 3.3-12: A high-occupancy-vehicle off-ramp will be constructed from southbound I-5 to Disneyland Drive as part of Caltrans’ I-5 Widening Project. [Completed.]
- PDF 3.3-13: A high-occupancy vehicle off-ramp will be constructed from northbound I-5 to Disney Way [formerly Freedman Way] as part of Caltrans’ I-5 Widening Project. [Completed.]

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- PDF 3.3-14: The following intersection improvements will be implemented unless otherwise indicated by the year 2001:
 - Redesign Intersection #4, Disneyland Drive & Ball Road, to include an overcrossing.
 - Redesign Intersection #11, Harbor Boulevard & Disney Way, to accommodate three lanes eastbound and westbound and adding dual left-turn southbound lanes.
 - At Intersection #21, Anaheim Boulevard & Disney Way / I-5 Ramps / Manchester Avenue, add a third through lane eastbound and westbound and a second left-turn lane eastbound.
 - At Intersection #15, Clementine Street & Disney Way, install third through lanes eastbound and westbound, left-turn lanes eastbound and westbound, second through lanes northbound and southbound, and a left-turn lane southbound. Remove the right-turn lane northbound.
 - Reconfigure the intersection of Walnut Street & Magic Way.
 - Reconfigure the intersection of Disneyland Drive & Magic Way

[Completed.]

- PDF 3.3-15: Implement and administer a comprehensive TDM program for all cast, which will strive to achieve an average vehicle ridership goal of 1.5 persons per vehicle and an average length of out-of-area guest stay of 1.72 days.
- PDF 3.3-17: Explore other measures to achieve trip reductions, including the formation of a Disneyland Resort Transportation Management Association or an Anaheim Resort Area Transportation Management Association.
- MM 3.8-11: Reimburse the City for the use of any Anaheim Police Department or Anaheim Traffic Management Center personnel providing temporary traffic control services.
- MM 3.8-12: Establish an on-site public information office and telephone hotline to provide construction scheduling and phasing information to the public.
- PDF 3.8-1 through 3.8-8: Submit a Traffic Mitigation and Construction Phasing and Control Plan identifying a Construction Staging Area Plan (PDF 3.8-1), a Truck Route Plan (PDF 3.8-3), a Construction Traffic Management Plan (PDF 3.8-4), a Trip Reduction Plan (PDF 3.8-5), and a Traffic Management Plan (PDF 3.8-6).
- PDF 3.8-9: Submit a quarterly update report showing upcoming construction activities and including traffic mitigation and control planning.
- PDF 3.8-11: Show how the Project will be in compliance with the Traffic Mitigation and Construction Phasing and Control Plan.

Several additional MMs and PDFs that relate to traffic are summarized in the Air Quality section of Subsequent EIR No. 352.

ARSP MITIGATION MONITORING PROGRAM NO. 85C

MMs identified in the ARSP Mitigation Monitoring Program No. 85C apply only to development at the Disney ARSP Properties and only to the extent there is no similar or identical MMs in The Disneyland Resort Project Mitigation Monitoring Program No. 0067. The following measures may apply:

- MM 5.14-1: Prepare a traffic improvement phasing analysis.
- MM 5.14-2: Pay appropriate traffic signal assessment fees.
- MM 5.14-3: Dedicate the ultimate ROW adjacent to arterial highways.
- MM 5.14-4: Join and financially participate in the ART system and the Anaheim Transportation Network.
- MM 5.14-5: Provide a plan to coordinate rideshare services for construction employees.
- MM 5.14-6: Provide TDM measures for a hotel development that exceeds 100 rooms per gross acre.
- MM 5.14-7: Reimburse the City for the use of any Anaheim Police Department or Anaheim Traffic Management Center personnel providing temporary traffic control services during construction.
- MM 5.14-8: Record a covenant to implement and administer a comprehensive TDM program for all employees.
- MM 5.14-9: Prepare a TDM plan for review by the City Traffic Engineer.
- MM 5.14-12: The City shall review the location of any proposed gates across a driveway.
- MM 5.14-13: Building plans shall show all driveways with a minimum 15-foot radius curb return unless otherwise approved by the City Engineer.
- MM 5.14-14: Security in the form of a bond, certificate of deposit, letter of credit, completion guarantee, or cash, shall be posted with the City to guarantee the satisfactory completion of all engineering requirements.
- MM 5.14-15: Implement traffic improvements as identified in the project traffic study to maintain satisfactory levels of service as defined by the City's General Plan.

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- MM 5.14-16: Determine when intersection improvements shall be constructed.
 - MM 5.14-17: Identify any project traffic impacts within the City of Orange and pay the fair share responsibility for mitigating them.
 - MM 5.14-18: Identify the project's proportionate impact on freeway mainline and/or ramp locations and its fair share percentage responsibility. The City shall estimate the cost of the project's responsibility.
 - MM 5.14-19: Pay the identified fair share responsibility of improvements determined in MM 5.14-15.
 - MM 5.14-20: Determine whether a bus stop is required to be placed adjacent to the property.
 - MM 5.14-21: Designate an on-site contact responsible for coordinating with the Anaheim Transportation Network and implementing MMs.
 - MM 5.14-22: If the costs of identified improvements in the traffic study for the ARSP cannot be covered by the funding allocation under City fee programs and funding sources, develop an update to the City traffic fee program to ensure completion of the recommended improvements.

References

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Appendix A

DisneylandForward Project Traffic Forecasts

DisneylandForward Project
Peak Hour Turning Movement Volumes

EXISTING CONDITIONS (YEAR 2022 TRAFFIC COUNTS)

Int #	Location	AM												PM											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
1	Walnut St & Ball Road	117	260	62	34	526	127	302	249	127	212	926	76	94	314	61	32	938	216	230	251	109	91	648	49
2	Flore St / West Pl & Ball Road	4	13	34	14	681	344	114	1	21	128	1,106	1	2	1	16	32	1,122	215	276	0	79	52	883	6
3	Disneyland Drive & I-5 SB Off-ramp	0	305	0	23	0	1,051	0	69	0	0	0	0	0	131	0	48	0	699	0	158	0	0	0	0
4	Disneyland Dr & Ball Road	141	460	271	107	829	639	194	305	165	121	796	332	117	513	152	119	1,150	420	416	690	147	87	717	341
5	Disneyland Dr / West St & Katella Av	118	159	101	227	575	87	123	324	207	230	1,083	172	129	272	214	156	1,221	154	133	319	229	178	717	77
6	Ox Road / Cast Pl & Ball Road	24	0	7	24	1,426	159	186	0	101	127	1,015	14	21	0	15	15	1,545	84	154	0	101	88	1,177	7
7	Harbor Bl & Ball Road	353	858	115	61	895	140	211	503	773	377	613	158	286	660	105	78	1,264	179	277	856	662	385	724	260
8	Harbor Bl & I-5 NB Ramps	0	1,274	12	859	0	120	251	716	0	0	0	0	0	1,246	15	859	0	99	477	1,012	0	0	0	0
9	Harbor Bl & I-5 SB Ramps	730	703	0	0	0	0	0	752	42	296	0	202	640	686	0	0	0	0	0	1,237	61	382	0	271
10	Harbor Bl & Manchester Av	0	815	176	136	0	56	56	688	133	0	0	0	0	880	153	264	0	45	56	1,004	127	0	0	0
11	Harbor Bl & Disney Way	1	698	111	123	30	65	41	621	3	3	29	0	1	721	137	167	21	77	69	868	0	2	20	0
12	Harbor Bl & Katella Av	118	574	45	78	672	207	95	489	93	85	996	122	145	624	61	88	1,265	245	187	634	150	177	921	190
13	Harbor Bl & Convention Way / Toy Story Parking	156	510	115	14	0	1	103	575	101	62	7	66	117	772	43	56	2	20	42	830	74	149	3	134
14	Harbor Bl & Orangewood Av	66	432	70	114	329	115	118	632	71	47	603	52	72	730	134	121	632	188	201	749	125	71	411	41
15	Clementine St & Disney Way	29	37	48	162	225	82	24	77	55	61	101	20	34	85	135	202	247	122	39	65	38	67	198	24
16	Clementine St & Katella Av	90	68	48	77	882	42	6	38	2	19	1,050	95	184	28	84	101	1,478	10	28	25	18	7	1,057	87
17	I-5 SB Off-ramp & Disney Way	130	14	214	0	322	16	27	0	10	12	144	0	123	11	235	0	374	12	48	0	5	10	386	0
18	Anaheim Bl & Ball Road	119	635	147	67	850	133	154	369	76	90	767	93	131	684	99	129	1,134	134	95	813	157	84	797	131
19	Anaheim Bl & Cerritos Av	8	829	117	61	14	165	280	571	11	4	9	4	9	907	85	127	2	445	249	952	1	24	9	11
20	Anaheim Bl & I-5 NB Ramps	110	917	0	344	11	17	0	583	221	0	0	0	308	1,071	0	597	265	66	0	639	238	0	0	0
21	Anaheim Bl & Disney Way / I-5 Ramps / Manchester Av	78	393	459	1	230	0	6	580	40	71	114	210	78	584	488	3	301	0	16	639	33	167	249	236
22	Anaheim Bl / Haster St & Katella Av	129	314	59	27	742	64	115	518	119	67	936	122	132	567	76	67	1,260	137	121	625	177	125	957	140
23	Haster St & Gene Austry Way	3	393	32	44	0	83	219	613	4	6	0	11	10	703	31	143	0	212	83	752	4	8	1	1
24	Haster St & Orangewood Av	101	325	60	55	315	71	89	444	36	43	663	182	169	588	61	106	792	144	102	555	48	55	493	169
25	Manchester Av / I-5 SB Ramps & Katella Av	7	43	54	0	868	184	434	0	12	473	695	0	10	75	93	0	1,408	286	384	0	31	515	670	0
26	Anaheim Way & Katella Av	0	0	0	101	810	0	271	427	449	0	1,069	49	0	0	0	135	1,478	0	132	869	606	0	1,057	44
27	I-5 HOV Ramps & Gene Austry Way	9	0	37	27	78	28	13	0	34	74	158	15	13	0	53	32	182	14	31	0	168	11	95	14
28	Walnut St & Cerritos Av	237	403	0	0	0	0	0	310	106	157	0	407	251	333	0	0	0	0	0	309	140	94	0	263
29	Walnut St & Katella Av	187	2	387	211	486	21	0	3	2	6	1,121	137	157	11	224	297	1,117	39	3	9	7	7	726	144
30	Euclid St & Ball Road	161	703	132	82	529	227	200	803	137	124	698	173	168	1,007	138	125	761	206	137	1,000	228	102	513	176
31	Euclid St & Katella Av	102	751	201	183	435	144	127	636	135	150	928	164	122	799	177	245	929	246	83	920	173	126	692	224
32	Harbor Bl & Vermont Av	13	1,155	62	44	90	129	55	461	49	109	63	22	27	821	50	37	84	137	160	859	119	87	43	21

DisneylandForward Project
Peak Hour Turning Movement Volumes

FUTURE WITHOUT PROJECT CONDITIONS (GENERAL PLAN BUILDOUT)

Int #	Location	AM												PM											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
1	Walnut St & Ball Road	60	230	140	50	660	220	420	150	110	130	1,400	70	80	270	70	30	1,200	400	330	340	290	100	720	50
2	Flore St / West Pl & Ball Road	10	10	50	20	750	230	90	0	20	70	1,850	10	0	0	20	50	1,690	160	180	0	40	40	1,160	20
3	Disneyland Drive & I-5 SB Off-ramp	0	1,080	0	10	0	930	0	130	0	0	0	0	0	460	0	50	0	720	0	910	0	0	0	0
4	Disneyland Dr & Ball Road	130	770	670	70	830	550	330	330	150	140	1,330	320	170	540	340	490	1,500	470	590	610	210	130	1,030	230
5	Disneyland Dr / West St & Katella Av	330	270	500	500	920	180	230	410	230	210	3,000	290	370	430	760	550	2,410	130	150	500	360	160	1,080	160
6	Ox Road / Cast Pl & Ball Road	20	10	40	40	1,690	370	80	0	90	270	2,790	60	60	0	40	50	2,340	130	450	10	230	160	2,030	20
7	Harbor Bl & Ball Road	450	2,210	200	180	1,170	290	300	830	670	880	1,680	420	330	1,230	230	140	1,530	270	340	2,020	790	580	1,300	640
8	Harbor Bl & I-5 NB Ramps	0	3,270	90	750	0	70	200	930	0	0	0	0	0	1,930	60	910	0	100	680	2,090	0	0	0	0
9	Harbor Bl & I-5 SB Ramps	1,190	2,110	0	0	0	0	0	820	70	350	0	350	920	1,250	0	0	0	0	0	2,550	100	410	0	290
10	Harbor Bl & Manchester Av	0	910	310	60	0	30	40	800	110	0	0	0	0	960	110	480	0	50	40	1,220	120	0	0	0
11	Harbor Bl & Disney Way	120	1,240	380	130	150	170	390	770	180	10	10	10	40	1,320	200	400	80	630	80	1,750	50	10	50	40
12	Harbor Bl & Katella Av	212	891	160	80	1,207	299	161	660	320	101	2,605	477	590	727	200	170	2,338	409	230	1,090	631	170	1,734	515
13	Harbor Bl & Convention Way / Toy Story Parking	196	1,030	185	270	368	220	597	990	179	115	483	141	115	1,240	160	470	313	480	350	1,270	121	104	633	190
14	Harbor Bl & Orangewood Av	80	1,030	60	120	300	200	140	1,190	80	220	1,090	300	290	1,400	100	100	1,000	330	190	1,580	250	110	450	130
15	Clementine St & Disney Way	70	80	560	520	490	140	30	60	70	60	370	220	310	110	620	610	580	130	50	130	80	70	150	90
16	Clementine St & Katella Av	70	160	110	60	1,480	270	120	70	50	120	2,630	90	110	140	300	80	2,910	160	430	120	120	70	1,940	90
17	I-5 SB Off-ramp & Disney Way	150	10	570	0	830	150	40	0	20	10	930	0	120	20	450	0	1,250	90	130	0	20	10	670	0
18	Anaheim Bl & Ball Road	330	1,710	520	180	1,010	180	210	510	200	330	1,640	170	140	880	430	500	1,550	180	160	1,800	300	300	920	240
19	Anaheim Bl & Cerritos Av	100	1,700	670	200	50	440	590	890	130	80	40	40	70	1,280	330	530	100	680	500	1,880	130	170	70	80
20	Anaheim Bl & I-5 NB Ramps	160	2,070	0	420	20	30	0	1,220	260	0	0	0	380	2,080	0	1,400	660	80	0	1,770	250	0	0	0
21	Anaheim Bl & Disney Way / I-5 Ramps / Manchester Av	210	1,300	550	10	670	0	10	1,040	70	30	1,040	520	230	1,400	560	0	840	0	10	1,540	260	180	680	550
22	Anaheim Bl / Haster St & Katella Av	330	530	520	100	1,220	560	260	740	250	60	2,560	270	300	540	430	120	2,390	580	360	1,160	340	150	2,040	490
23	Haster St & Gene Autry Way	110	930	100	150	540	550	480	1,070	200	230	1,150	150	250	1,020	250	110	1,170	740	410	1,530	260	200	1,000	350
24	Haster St & Orangewood Av	220	1,270	180	200	250	110	90	1,440	90	110	900	140	120	1,650	220	370	790	190	100	1,830	260	120	410	130
25	Manchester Av / I-5 SB Ramps & Katella Av	20	590	430	0	1,900	520	810	0	130	1,300	1,470	0	0	150	520	0	2,440	770	210	0	200	1,110	1,910	0
26	Anaheim Way & Katella Av	0	0	0	430	1,920	0	630	420	700	0	2,680	40	0	0	0	950	2,830	0	360	1,680	860	0	2,580	50
27	I-5 HOV Ramps & Gene Autry Way	70	0	730	190	500	100	80	0	30	140	920	30	50	0	400	730	1,670	170	110	0	50	160	620	200
28	Walnut St & Cerritos Av	260	410	0	0	0	0	0	290	110	440	0	390	310	380	0	0	0	0	0	320	470	110	0	310
29	Walnut St & Katella Av	180	10	950	230	770	30	0	10	10	0	2,700	250	260	10	270	870	2,290	50	0	0	10	10	1,200	200
30	Euclid St & Ball Road	130	1,250	240	80	660	360	210	1,320	150	160	960	230	300	1,490	410	130	930	100	100	1,700	150	270	770	240
31	Euclid St & Katella Av	250	1,450	370	180	550	250	250	890	120	170	2,020	220	90	1,110	290	370	2,160	240	140	1,450	240	240	820	320
32	Harbor Bl & Vermont Av	30	2,070	100	40	70	140	140	740	80	150	120	20	30	890	60	60	100	180	140	2,430	130	100	50	20

DisneylandForward Project
Peak Hour Turning Movement Volumes

FUTURE WITH PROJECT CONDITIONS

Int #	Location	AM												PM												
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	
1	Walnut St & Ball Road	60	230	140	50	663	220	420	150	110	130	1,426	70	80	270	70	30	1,207	400	330	340	290	100	725	50	
2	Flore St / West Pl & Ball Road	10	10	50	20	752	247	126	0	21	71	1,874	10	0	0	20	50	1,694	182	280	0	42	42	1,163	20	
3	Disneyland Drive & I-5 SB Off-ramp	0	1,066	0	10	0	799	0	123	0	0	0	0	0	441	0	50	0	550	0	890	0	0	0	0	
4	Disneyland Dr & Ball Road	130	592	703	87	851	419	281	181	147	132	1,390	329	170	308	384	536	1,537	299	457	204	200	121	1,117	256	
5	Disneyland Dr / West St & Katella Av	323	266	471	419	927	180	230	403	230	210	3,014	276	350	420	680	444	2,429	130	150	490	360	160	1,098	141	
6	Ox Road / Cast Pl & Ball Road	20	10	40	40	1,578	466	129	0	109	307	2,797	60	60	0	40	50	2,201	255	583	10	282	209	1,978	20	
7	Harbor Bl & Ball Road	445	2,254	230	185	1,195	290	372	1,165	666	915	1,704	418	324	1,326	240	152	1,612	270	365	2,152	786	675	1,293	633	
8	Harbor Bl & I-5 NB Ramps	0	3,333	106	822	0	70	481	1,261	0	0	0	0	0	2,078	103	889	0	100	985	2,263	0	0	0	0	
9	Harbor Bl & I-5 SB Ramps	1,221	2,141	0	0	0	0	0	1,192	70	410	0	590	1,003	1,315	0	0	0	0	0	2,916	100	488	0	402	
10	Harbor Bl & Manchester Av	0	980	332	71	0	30	40	1,161	110	0	0	0	0	1,075	138	510	0	50	40	1,555	120	0	0	0	
11	Harbor Bl & Disney Way	120	1,250	440	193	150	286	411	1,068	180	10	10	10	40	1,364	271	501	80	795	80	1,983	50	10	50	40	
12	Harbor Bl & Katella Av	212	966	211	153	1,189	476	354	905	278	66	2,625	477	590	841	294	313	2,356	817	536	1,181	548	142	1,700	515	
13	Harbor Bl & Convention Way / Toy Story Parking	369	1,190	69	71	116	100	379	1,369	244	201	181	357	262	1,700	46	165	65	314	216	1,548	199	213	184	531	
14	Harbor Bl & Orangewood Av	80	1,039	177	277	300	206	125	1,313	80	220	1,145	245	428	1,548	216	266	862	224	205	1,635	250	110	449	131	
15	Clementine St & Disney Way	70	102	560	520	680	162	38	71	59	82	429	220	310	138	620	610	816	158	73	160	110	82	209	90	
16	Clementine St & Katella Av	70	225	110	74	1,723	298	140	65	39	177	2,837	90	110	180	329	80	3,422	155	470	181	176	145	2,209	112	
17	I-5 SB Off-ramp & Disney Way	274	10	597	0	917	150	40	0	20	10	997	0	290	20	486	0	1,344	90	130	0	20	10	752	0	
18	Anaheim Bl & Ball Road	330	1,710	520	180	1,087	196	218	510	248	338	1,648	170	140	880	430	500	1,565	201	183	1,800	316	320	940	240	
19	Anaheim Bl & Cerritos Av	100	1,724	670	200	50	440	590	946	130	80	40	40	70	1,321	330	530	100	680	500	1,919	130	170	70	80	
20	Anaheim Bl & I-5 NB Ramps	160	2,094	0	468	20	30	0	1,228	352	0	0	0	380	2,121	0	1,416	660	80	0	1,793	309	0	0	0	
21	Anaheim Bl & Disney Way / I-5 Ramps / Manchester Av	224	1,302	558	10	706	0	10	1,111	107	81	1,054	549	253	1,398	580	0	875	0	0	1,599	297	223	732	573	
22	Anaheim Bl / Haster St & Katella Av	344	570	520	100	1,393	518	287	864	349	131	2,731	254	349	533	430	120	2,724	555	328	1,260	464	229	2,304	485	
23	Haster St & Gene Austry Way	3	1,058	371	418	0	604	751	1,358	4	6	0	11	10	1,277	615	573	0	1,012	568	1,808	4	8	1	1	
24	Haster St & Orangewood Av	274	1,170	154	171	223	110	90	1,380	150	186	1,020	588	484	1,576	252	296	808	190	100	1,752	338	188	423	458	
25	Manchester Av / I-5 SB Ramps & Katella Av	20	598	430	0	1,965	520	810	0	195	1,398	1,571	0	0	170	520	0	2,524	770	210	0	426	1,249	2,003	0	
26	Anaheim Way & Katella Av	0	0	0	446	1,928	0	630	488	758	0	2,705	40	0	0	0	957	2,839	0	360	1,724	935	0	2,596	50	
27	I-5 HOV Ramps & Gene Austry Way	50	0	730	190	500	100	80	0	0	15	830	50	50	0	400	730	1,670	170	110	0	9	31	562	50	
28	Walnut St & Cerritos Av	260	410	0	0	0	0	0	290	110	440	0	390	310	380	0	0	0	0	0	320	470	110	10	0	310
29	Walnut St & Katella Av	180	10	950	230	770	30	0	10	10	0	2,699	250	260	10	270	870	2,289	50	0	0	10	10	1,199	200	
30	Euclid St & Ball Road	130	1,250	240	80	663	360	210	1,320	150	160	986	230	300	1,490	410	130	937	100	100	1,700	150	270	775	240	
31	Euclid St & Katella Av	250	1,450	370	180	550	250	250	890	120	170	2,019	220	90	1,110	290	370	2,159	240	140	1,450	240	240	819	320	
32	Harbor Bl & Vermont Av	30	2,109	100	40	70	140	140	749	80	150	120	20	30	912	60	60	100	180	140	2,455	130	100	50	20	

Appendix B

***Disneyland Resort Specific Plan &
Anaheim Resort Specific Plan
Project Design Features & Mitigation Measures***

Disneyland Resort Specific Plan

**MITIGATION MONITORING PROGRAM NO. 0067 AS MODIFIED ON OCTOBER 8, 1996
(INCLUDING PROJECT DESIGN FEATURES) FOR
THE DISNEYLAND RESORT SPECIFIC PLAN
UPDATED FEBRUARY 4, 2022 TO REFLECT APPROVED ENVIRONMENTAL EQUIVALENCIES**

CEQA Action	Environmental Impact Report No. 311 (Resolution No. 93R-107; EIR Addendum (Resolution No. 96R-176)
Project Description	General Plan Amendment No. 331 and Specific Plan No. 92-1 (Including Zoning and Development Standards, Design Guidelines and a Public Facilities Plan).
Applicant	The Walt Disney Company, 500 South Buena Vista Street, Burbank, California, 92521. Contact: Douglas M. Moreland, Disney Development Company.
Project Location	The project site is located along the westerly side of Interstate 5 (I-5). Ball Road on the north and Katella Avenue on the south are the major east-west thoroughfares crossing the Specific Plan area. Harbor Boulevard is the main north-south thoroughfare running through the Specific Plan area. I-5 abuts the northeastern edge of the project site.

Terms and Definitions

1. **Applicant** - The Walt Disney Company, its successors and assigns.
2. **Property Owner/Developer** – Any owner or developer of real property within The Disneyland Resort Specific Plan area, including the C-R Overlay Area and District A.
3. **Disneyland Resort** – The Disneyland Resort, including a second gated theme park, modifications to the Disneyland Hotel, a new Disneyland Administration Building, new hotels, entertainment areas, internal transportation systems, public parking facilities in the Parking, Theme Park and Hotel Districts, and the South Parking Area in the Future Expansion District. None of the mitigation measures or project design features contained herein shall be required to be implemented prior to issuance of any permits for or construction of new structures, improvements, or other modifications within the existing Disneyland theme park.
4. **Second Theme Park** – A gated theme park planned south of the existing Disneyland theme park.
5. **Future Expansion District** – The Future Expansion District is a 24.7-acre south of Katella Avenue which is proposed primarily for development as the South Parking Area (the Future Expansion District includes a one-acre parcel which is governed by the C-R Overlay).
6. **Project Design Features (PDFs)** – Measures incorporated into The Disneyland Resort project by the applicant with the intent of minimizing potential environmental impacts. The project design features included in this Mitigation Monitoring Program will be implemented as mitigation measures.
7. **Environmental Equivalent/Timing** – Any Project Design Feature or 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 applicant.
8. **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.
9. **Ongoing Mitigation Measures** – The mitigation measures that are designated to occur on an ongoing basis as part of this mitigation monitoring program will be monitored in the form of an annual letter from the property owner/developer and/or applicant in January of each year stating how compliance with the subject measure(s) has been achieved. Mitigation Measures are referenced in parentheses by their section number as identified in the Draft EIR. Mitigation

Measures and/or Project Design Features designated to occur on an ongoing basis are noted with an asterisk (*). When compliance with a mitigation measure/project design feature has been demonstrated for a period of one year, monitoring of the mitigation measure will be deemed satisfied and no further monitoring will occur. For mitigation measures/project design features that are to be monitored “Ongoing During Construction”, the annual letter will review those mitigation measures/project design features 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.

10. The City recognizes that the certain infrastructure improvements and service capabilities, as identified in this Mitigation Monitoring Program, will serve not only the applicant but also other property owners/developers in the Specific Plan area, The Anaheim Resort, and the service area, each of which should contribute in allocable share of the cost of these improvements. To implement this requirement as it applies to other property owners/developers in the Specific Plan area, The Anaheim Resort, and the service area, the City shall make appropriate arrangements with other public agencies, if any, to reimburse the applicant to the extent that its contributions for these improvements exceed the applicant’s allocable share of the cost. Such arrangements shall include one or more of the following: (1) creation of integrated financing districts; (2) entry into a reimbursement agreement with the applicant; (3) creation of appropriate community facilities districts, assessment districts and/or use of similar public financing districts and/or mechanisms; and (4) creation of such other mechanisms or districts as may be appropriate to provide for the reimbursement of these costs. The determination of the allocable share of improvement costs attributable to the applicant and other property owners/developers, and reimbursement amounts, shall be based on an apportionment of the costs of such improvements and equipment and personnel among property owners/developers, including the applicant, in the Specific Plan area, The Anaheim Resort, or otherwise defined service area, as applicable, depending on the area served.
11. To the extent that this Mitigation Monitoring Program requires the applicant to submit plans for several phases simultaneously, it is understood that such later phase plans may be considered preliminary and may be subject to change. Such preliminary plans for the later phase will not be required to provide the level of detail required for the initial phase plans provided that more detailed plans will be submitted separately at a later time. Nevertheless, such preliminary plans for the later phase shall provide sufficient schematic or descriptive detail to ensure that plans submitted for said later phase shall comply with the provisions of this Mitigation Monitoring Program and shall be consistent with the provisions of the initial phase plans.
12. **Timing** – This is the point where a mitigation measure/project design feature 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/project design feature must be monitored. Once the initial action item has been complied with, no additional monitoring pursuant to the Mitigation Monitoring Program will occur, as routine City practices and procedures will ensure that the intent of the measure design feature 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.
13. **Building Permit** – For purposes of this Mitigation Monitoring Program, a building permit shall be defined as any permit issued for construction of a new building or structural expansion/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.
14. **Note:** Mitigation Measure No. 3.3-7 and Project Design Feature 3.3-16 (which were initially included in this Mitigation Monitoring Program) have been intentionally deleted and are no longer applicable.

THE DISNEYLAND RESORT SPECIFIC PLAN

	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
LAND USE-RELATED PLANS AND POLICIES				
MM 3.1-1	Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	The Planning Department, in conjunction with any appropriate agencies or City Departments, shall determine the adequacy of any proposed environmental equivalent.	
MM 3.1-2	Prior to Issuance of Each Building Permit	Building plans shall be submitted by the property owner/developer and will be reviewed for consistency with the Specific Plan.	Planning Department, Planning and Building Divisions	
PDF 3.1-1	Prior to Approval of Each Final Site Plan or Issuance of Each Building Permit, Whichever Occurs First	The proposed project shall be implemented based on the guidelines and standards in The Disneyland Resort Specific Plan, which includes zoning and development standards, design guidelines, and a Public Facilities Plan. All development proposals within The Disneyland Resort Specific Plan area must be consistent with The Disneyland Resort Specific Plan and the City of Anaheim General Plan.	Planning Department, Planning Division	
LAND USE COMPATIBILITY				
MM 3.2-1	Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.2-2	Prior to Issuance of Each Building Permit	For parking facilities associated with the Hotel and Parking Districts, the property owner/developer shall submit plans detailing the setbacks for the parking structures and landscaping plans which minimize compatibility impacts of the parking facilities on surrounding areas, consistent with Section 5.8 of the Specific Plan.	Planning Department, Planning Division	

THE DISNEYLAND RESORT SPECIFIC PLAN

	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
PDF 3.2-1	Prior to Approval of Each Final Site Plan or Issuance of Each Building Permit, Whichever Occurs First	Applicant shall submit documentation that project design features are in compliance with all building setbacks, height standards, landscaping requirements, and design guidelines as specified in Section 7.0 of Appendix B, The Disneyland Resort Specific Plan.	Planning Department, Planning Division	
TRANSPORTATION AND CIRCULATION				
MM 3.3-1	Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.3-2	Prior to Issuance of Each Building Permit	Appropriate traffic signal assessment fees shall be paid by the property owner/developer to the City of Anaheim in amounts determined by the City Council Resolution in effect at the time of issuance of the building permit or credit given for City-authorized improvements.	Planning Department, Building Division; Public Works Department, Traffic and Transportation Division	
MM 3.3-3A	Prior to Approval of the First Final Subdivision Map or Issuance of the First Building Permit (Other Than for Phase I), Whichever Occurs First; or Pursuant to a Mutually Agreed-Upon Schedule for Dedication and Public Improvements	The property owner/developer shall irrevocably offer for dedication (with subordination of easements), including necessary construction easements, the ultimate rights-of-way (as indicated in the General Plan Circulation Element, as amended per GPA No. 331) for the following arterial highway/street half-sections (where the property owner/developer owns only one side of the ultimate right-of-way) or full-sections (where the property owner/developer owns both sides of the ultimate right-of-way) on or adjacent to parcels under its ownership to the City of Anaheim: <ul style="list-style-type: none"> a. Katella Avenue (to ultimate 8-lane facility) b. Walnut Street c. West Street/Disneyland Drive d. Ball Road e. Harbor Boulevard f. Freedman Way g. Clementine Street h. Manchester Avenue i. Cerritos Avenue j. Haster Street 	Planning Department, Planning Division; Public Works Department, Development Services Division; City Attorney's Office	

THE DISNEYLAND RESORT SPECIFIC PLAN

	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
MM 3.3-3B	Within 120 Days of Acquiring Properties Adjacent to Arterial Highways/Street Intersection Half Sections included in (3.3- 3A)	If, after the initial dedications, any additional parcels are acquired by the applicant adjacent to the arterial highway/street intersection half-sections included in (MM 3.3- 3A), the applicant shall notify the City in writing of said acquisition and the ultimate rights-of-way for said properties shall be irrevocably offered for dedication to the City of Anaheim.	Planning Department, Planning Division; Public Works Department, Development Services Division; City Attorney's Office	
MM 3.3-4	Prior to Issuance of Building Permit for the Disneyland Administration Building; to be implemented prior to final building and zoning inspections for the Disneyland Administration Building	The applicant shall provide a cast guard entrance 150' 400' south of Ball Road at the entrance to the Disneyland Administration Building with three inbound and a minimum of two outbound lanes to minimize queuing onto Ball Road. <i>(Note: Environmental Equivalent measure approved 8/30/94 which included the provision of a gate guard entrance located 400' south of the intersection of Ball Road/Disneyland Administration Building driveway).</i>	Public Works Department, Traffic and Transportation Division	Completed
MM 3.3-5	Prior to approval of the First Grading Plan for each phase of the Disneyland Resort	A phasing plan shall be submitted for review and approval to the appropriate City Engineer in Anaheim and/or Garden Grove (for improvements within Garden Grove) demonstrating how the improvements shown in Table 3.3-16, as approved by the City Engineer, will be constructed. [SEE TABLE 3.3-16]	Public Works Department, Traffic and Transportation Division	

THE DISNEYLAND RESORT SPECIFIC PLAN

	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
MM 3.3-6	In accordance with the timing set forth in the phasing plan	<p>Excluding the Disney Administration Building, relocation of the SCE transmission lines and demolition, but including the South Parking Area, the applicant shall mitigate (through constructing or paying the actual total costs for consultant/contractor services for preliminary and final engineering, soils analysis, right-of-way acquisition, demolition, relocation, construction and inspection, and other related expenses) the traffic impacts of the Disneyland Resort by implementing the improvements identified in Table 3.3-16, as approved by the City Engineer, in accordance with the phasing plan approved by the City Engineer.</p> <p>If the City of Anaheim adopts a traffic impact fee, as discussed in Section 3.3.1.3 of the EIR, funds collected under this program with nexus to these improvements may be used to reimburse the applicant for the portion of the baseline improvements (as identified in Table 3.3-16) which exceed the project share of the improvements. Improvements otherwise funded by public sources prior to approval of the Final Site Plan for each phase will be deleted from project participation.</p>	Public Works Department, Traffic and Transportation Division	
MM 3.3-8	In accordance with the Approved Phasing Plan	<p>The following improvements are required:</p> <ul style="list-style-type: none"> • Add eastbound and westbound dual left-turn lanes and an eastbound right-turn lane to the Clementine Street/Katella Avenue intersection, with a storage length of 200 feet accommodating six lanes on Katella Avenue with a 24-foot wide median tapering to 4 feet median nose through the left turn pockets. • Add a southbound right-turn pocket to the right-turn-in- only entrance to the South Parking Area on Haster Street, with a storage length of 150 feet; and, provide west half-width of ultimate six lane arterial south of Katella Avenue to the southern property line of the South Parking Area. 	Public Works Department, Traffic and Transportation Division	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
MM 3.3-9	In accordance with the Approved Phasing Plan for the Disneyland Administration Building	<p>The following improvements shall be required:</p> <ul style="list-style-type: none"> • Add a westbound right-turn lane at Anaheim Boulevard/Ball Road. • Restripe existing left-turn lane westbound to provide a minimum of 150 feet of dual lane storage or a minimum of 250 feet of single-lane storage at Ball Road/Disneyland Administration Building driveway. • Provide an eastbound right-turn pocket with 250 feet of storage at Ball Road/Disneyland Administration building driveway. <p><i>(Note: Environmental equivalent measure approved on August 30, 1994 (Administration Building MMP No. 0067) which required that the eastbound right-turn pocket at Ball Road/Disneyland Administration Building driveway shall maintain existing storage and be designed as a free right-turn. Applicant to irrevocably offer for dedication the right-of-way adjacent to right-turn pocket for full buildout of Ball Road).</i></p> <ul style="list-style-type: none"> • Redesign the Disneyland Administration Building entrance driveway to provide three inbound and a minimum of two outbound lanes, with its own entrance gate located a minimum of 150 400 feet south of the intersection at Ball Road/Disneyland Administration Building driveway. <p><i>(Note: Environmental equivalent measure approved on August 30, 1994 (Administration Building MMP No. 0067) for this item which required the provision of the gate guard entrance to be located 400 feet south of the intersection of Ball Road/Disneyland Administration Building driveway).</i></p>	Public Works Department, Traffic and Transportation Division	Completed

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
PDF 3.3-1	Prior to demolition of the existing Disneyland parking lot, replacement parking for the existing Disneyland Theme Park parking spaces removed will be constructed; Prior to Final Building and Zoning Inspections for the Second Theme Park, the West Parking Area will be Constructed	<p>Access Improvements and Public Parking Facilities Included in Project Design (Exhibits 3.2-2 and 3.2-3)</p> <p>Public Parking Facilities. New public parking facilities will be constructed at opposite sides of The Disneyland Resort Specific Plan area to receive traffic from the 1-5. At Phase II, Code required parking will be provided. At buildout of Phase III, a minimum of 24,500 guest and cast parking spaces will be provided. The West Parking Area will be oriented to receive southbound 1-5 traffic, and the parking facilities in the southern areas of the Theme Park and Hotel Districts and/or East Parking Area will be oriented to receive northbound 1-5 traffic.</p>	Public Works Department, Design Division	
PDF 3.3-2	To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspections for each the East and West Parking Structures/Facilities	<p>Improved Access. Access roads leading up to the parking facilities shall be sized to accommodate traffic at peak hours, thereby substantially reducing the likelihood of backups onto City streets and freeway ramps.</p> <p>Guest vehicles will enter and exit the West Parking Area via the proposed extension of West Street/Disneyland Drive. Cast access will enter and exit either at West Street/Disneyland Drive or via a single access on Cerritos Avenue with right-turn in and left-turn out only. No cast or guest access or egress will occur from Walnut Street.</p>	Public Works Department, Design Division	
PDF 3.3-3	Prior to Issuance of each Building Permit; to be Implemented Prior to Final Building and Zoning Inspections for both the East and West Parking Structures	<p>Speed Parking. Building plans shall show direct ramps to each level of the East and West Parking Area facilities to minimize internal circulation within the garages and accommodate the project's "speed parking" operation.</p>	Planning Department, Building Division	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
PDF 3.3-4	To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspection for Each Parking Structure and/or Facility	Conveyance Systems. In addition to an extensive network of landscaped pedestrian thoroughfares, conveyance systems will transport Disneyland Resort guests around the project. Guest transportation systems will move guests from the parking facilities to the Theme Park District. The monorail/guest transportation systems shall move guests from the Hotel District to the Theme Park District. Future connections may also be provided to the Future Expansion District.	Public Works Department, Design Division	
PDF 3.3-5	To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspections for the Second Theme Park for Phase II; and if pursued, to be Implemented Prior to Final Building and Zoning Inspections for the East Public Parking Structure or Other Accessible Location in Phase III.	Theme Park Drop-Off Area. To provide access to the attractions in the Specific Plan area to people staying outside of The Disneyland Resort area, a bus and shuttle drop-off area will be located adjacent to Harbor Boulevard north of Freedman Way in Phase II as shown on Exhibit 4.4.2a of the Specific Plan; or, in Phase III, the facility may be located adjacent or internal to the East Public Parking Structure, or other accessible location in the Theme Park or Hotel Districts. The types of vehicles served at this facility may include public and private passenger shuttles and buses.	Public Works Department, Design Division	
PDF 3.3-6	To be Shown on Street Improvement Plans; to be Implemented Prior to the First Final Building and Zoning Inspections for the Second Theme Park	Roadway Improvements Included in Project Design <u>I-5 - West Street/Disneyland Drive Southbound Mixed Flow Offramp</u> A mixed-flow offramp currently proposed as part of the 1-5 widening project is planned from southbound I-5 to West Street/Disneyland Drive to replace the existing Ball Road offramp. <i>(Note: Environmental equivalent approved on 4/12/99 to change the timing of this measure as Disney's California Adventure theme park would not be open to the public generating vehicular traffic until the I-5 West Street/Disneyland Drive southbound mixed flow offramp opened. This would be monitored and verified by the City prior to Final</i>	Public Works Department, Design Division	Completed

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
		<i>Building and Zoning Inspection for the Second Theme Park.)</i>		
PDF 3.3-7	To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspections for the Second Theme Park	<p><u>West Street/Disneyland Drive/Ball Road Overcrossing</u> (Exhibits 3.2-3 and 3.2-4)</p> <p>To reduce congestion for vehicles entering the West Parking Area from I-5, an overcrossing is planned at West Street/Disneyland Drive and Ball Road. The intersection of West Street and Ball Road shall be constructed with a two-lane flyover over Ball Road as a project design feature. The overcrossing would take southbound I-5 traffic exiting at West Street/Disneyland Drive over Ball Road, and then allow convenient access to the entrance of the parking facility.</p> <p>The design of the Ball Road and West Street/Disneyland Drive intersection, shall provide a north leg (southbound Disneyland Drive) of two through lanes, one shared left-turn/through lane, and one left-turn lane of three through lanes and two left turn lanes; a south leg (northbound Disneyland Drive) of one right-turn lane, one shared right-turn/through lane, one shared left-turn/through lane, and one left-turn lane of one right turn lane, two through lanes and one left turn lane; an east leg (westbound Ball Road) of three through lanes and two left turn lanes; and, a west leg (eastbound Ball Road) of one right turn lane, three through lanes and two left turn lanes.</p> <p>This overcrossing may be one-way inbound in the morning, two-way during the afternoon, then one-way outbound during the outbound peak. Access and egress points will be provided both north and south of Ball Road. Both the HOV ramp and the mixed-use off ramp at I-5 and West Street/Disneyland Drive would have access to the overcrossing. A full intersection at West Street/Disneyland Drive will still be provided at grade. When the overcrossing is one-way, counter-flow movements can be made along West Street/Disneyland Drive.</p>	Public Works Department, City Engineer Design Division	Completed

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
		<i>(Note: Environmental equivalent approved on 7/27/20 to reflect the Ball Road/Disneyland Drive intersection lane configuration that was implemented by 2001 (and still in place on 7/27/20 and to change the Monitoring Responsibility to the Public Works Department, City Engineer.).</i>		
PDF 3.3-8	To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspection for the Second Theme Park	<p><u>West Street/Disneyland Drive Intersections and Turn Pockets</u></p> <p>To facilitate traffic flow along West Street/Disneyland Drive between Katella Avenue and Ball Road, signalized intersections will be provided at major hotel entrances. Appropriate turn pockets including double left-turn lanes and right-turn only lanes will also be provided as needed to maintain acceptable service levels. West Street/Disneyland Drive itself will have two travel lanes in each direction.</p>	Public Works Department, Design Division	
PDF 3.3-9	To be Shown on Street Improvement Plans; to be Implemented in accordance with the approved Phasing Plan	<p><u>Freedman Way Widening</u></p> <p>The addition of the northbound HOV offramp at Freedman Way and the realignment of the southbound onramp will require the widening of Freedman Way between Harbor Boulevard and Clementine Street; Clementine Street to 1-5. Three through lanes, where possible, and necessary turn lanes in each direction will be provided.</p>	Public Works Department, Design Division	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
PDF 3.3-10	To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspection for the Second Theme Park	<p><u>Speed/Capacity Restrictions on Walnut Street</u></p> <p>Between Cerritos Avenue and Ball Road, Walnut Street will be improved adjacent to the strawberry field in accordance with the City of Anaheim General Plan Circulation Element. To discourage any increase in traffic on Walnut Street, the capacity of the road will be restrained, from Katella Avenue to Ball Road. Possible methods include narrowing the street entrances at Katella Avenue and Ball Road and replacing the existing signal with a stop sign at the existing intersection of Walnut Street and Cerritos Avenue. This and other options will be evaluated, and a plan to maintain the current character of Walnut Street will be developed.</p>	Public Works Department, Design Division	
PDF 3.3-11	To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspection for the Second Theme Park	<p><u>Cerritos Avenue Realignment</u></p> <p>With the development of the Hotel District, Cerritos Avenue between Walnut Street and West Street/Disneyland Drive will be moved up to approximately 1,100 feet to the north and will be renamed. The new roadway will be two lanes wide and will be designed to discourage access from or onto Walnut Street. Southbound left turns will not be allowed at the Walnut Street/Cerritos Avenue intersection. Westbound Cerritos Avenue left turns at Walnut Street will not be allowed.</p>	Public Works Department, Design Division	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
PDF 3.3-12	To be Shown on Street Improvement Plans; to be Implemented by Caltrans in conjunction with the I-5 Widening Project. (The I-5 High Occupancy Vehicle (HOV) Offramps are part of Caltrans' I-5 Widening Project and will be completed independent of The Disneyland Resort Project. The HOV ramps were not assumed in the analysis of traffic impacts of the Disneyland Resort and are not required as a condition of the opening or operation of the Disneyland Resort.)	<u>I-5-West Street/Disneyland Drive Southbound HOV Offramp</u> Caltrans' I-5 Widening Project includes a new HOV offramp from southbound I-5 to West Street/Disneyland Drive. This ramp would be built at the same time as the I-5 Widening Project. The ramp will bring high occupancy vehicles (HOVs) conveniently from the HOV lane in the median of I-5 to the West Parking Area.	Caltrans; Public Works Department, Design Division	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
PDF 3.3-13	To be Shown on Street Improvement Plans; to be Implemented by Caltrans in conjunction with the I-5 Widening Project. (The 1-5 High Occupancy Vehicle (HOV) Offramps are part of Caltrans' 1-5 Widening Project and will be completed independent of The Disneyland Resort Project. The HOV ramps were not assumed in the analysis of traffic impacts of the Disneyland Resort and are not required as a condition of the opening or operation of the Disneyland Resort.)	<p><u>1-5/Freedman Way Northbound HOV Offramp</u></p> <p>Caltrans' 1-5 Widening Project includes a proposed HOV offramp connecting the northbound HOV lanes on 1-5 to Freedman Way and an undercrossing of Anaheim Boulevard to Freedman Way. This ramp will carry a substantial number of vehicles to the East Parking Area and remove them from Harbor Boulevard and Katella Avenue.</p> <p>This ramp (shown in Exhibit 3.2-2 of Volume I of the EIR) will allow northbound 1-5 traffic to access the parking facility conveniently from the freeway and also provide access for other vehicles to Harbor Boulevard. It will improve the level of service of the section of Katella Avenue crossing 1-5, as well as the intersections of Katella Avenue with Anaheim Boulevard, Haster Street, Clementine Street, and Harbor Boulevard. The ramp is discussed in detail in Appendix C-1, Volume III.</p>	Caltrans; Public Works Department, Design Division	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
PDF 3.3-14	To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspection for the Second Theme Park	<p>Intersection Improvements Included in Project Design</p> <p>The following intersection improvements, which are assumed in the analysis of project traffic, will be implemented unless otherwise indicated by the year 2001 (Opening of Second Theme Park) as part of the project design that will enhance the overall performance of the surrounding circulation system:</p> <ul style="list-style-type: none"> • Redesign and reconstruct the intersection of Ball Road/West Street/Disneyland Drive to include an overcrossing. • Redesign the Harbor Boulevard/Freedman Way intersection by accommodating three lanes eastbound and three lanes westbound through the intersection and adding double left turn lane southbound. In Phase III, the entrance to the surface parking lot may be removed. • At the intersection of Anaheim Boulevard and Freedman Way, add a third through lane eastbound and westbound and a second left-turn lane eastbound, or equivalent improvements as defined by Caltrans during the final geometric design of the I-5 interchange. • At the intersection of Clementine Street and Freedman Way, add the following improvements or equivalent improvements as defined by Caltrans during the final geometric design of the I-5 interchange: <ul style="list-style-type: none"> - third through lanes eastbound and westbound - left-turn lanes eastbound and westbound - second through lanes northbound and southbound - left-turn lanes southbound - remove right-turn lane northbound • Reconfigure the Walnut Street/Cerritos Avenue intersection. • Reconfigure the West Street/Disneyland Drive/Cerritos Avenue intersection to satisfaction of the City Engineer. 	Public Works Department, Design Division	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
PDF 3.3-15	Prior to Final Building and Zoning Inspection for the Second Theme Park; and, on-going during project operation	<p>Transportation Demand Management Program</p> <p>The need to minimize cast vehicle trips to reduce congestion and improve air quality, consistent with the goals of both the Air Quality Management Plan (AQMP) of the South Coast Air Quality Management District (SCAQMD) and with the Regional Mobility Plan of the Southern California Association of Governments (SCAG), is recognized. The Disneyland Resort will implement and administer a comprehensive Transportation Demand Management (TDM) program for all cast, which will strive to achieve an average vehicle ridership (AVR) goal of 1.5 persons per vehicle and, an average length of out-of-area guest stay of 1.72 days, by 2001.</p> <p>At this point in project development, it is not possible to predict precisely which programs and activities would be most successful for the Disneyland Resort in meeting these goals. In addition, applicant will review annually with the City any changes to the TDM Program and the Program's effectiveness toward achieving a 1.5 AVR. In consultation with the SCAQMD, the City of Anaheim and other agencies, and after analyzing the effectiveness of these items, The Walt Disney Company will select specific programs for implementation.</p>	Southern California Association of Governments; South Coast Air Quality Management District; Public Works Department, Traffic and Transportation Division	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
		<p>Objectives of the TDM program are:</p> <ul style="list-style-type: none"> • Increase ridesharing and use of alternative transportation modes by guests. • Meet the cast 1.5 AVR target. • Provide a menu of commute alternatives for the Disneyland Resort cast, to reduce project-generated trips. • Provide transportation "linkages" to existing and future transportation modes (other than single-occupant vehicle travel) for both the Disneyland Resort cast and guests. <p>Implementation strategies and elements of the TDM program for cast and guest trips are described below.</p> <p>Cast</p> <p>Making a commitment to commute management and trip reduction will become an integral part of the new-hire training. A menu of TDM program strategies and elements for both, existing and future cast commute options would be examined, including, but not limited to, the following:</p> <ul style="list-style-type: none"> • Onsite Service. Onsite services, such as the food, retail, and other services may be provided to the cast. • Ridesharing. A computer listing of all cast members may be developed for the purpose of providing a "matching" of members with other cast members who live in the same geographic areas and who could rideshare to the Disneyland Resort. 		

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
		<ul style="list-style-type: none"> • Vanpooling. A computer listing of all cast members may be developed for the purpose of matching numbers of cast who live in geographic proximity to one another and could comprise a vanpool to the Disneyland Resort. • Transit Pass. Southern California Rapid Transit District and Orange County Transportation Authority (including commuter rail) passes may be promoted through financial assistance and onsite sales to encourage cast to use the various transit and bus services to the Disneyland Resort from throughout the region. • Commuter Bus. As commuter "express" bus service expands throughout the region, passes for use on these lines may be provided for cast members who choose to use this service. Financial incentives will be provided. • Shuttle Service. A computer listing of all cast members living in proximity to the Disneyland Resort may be generated, and a local shuttle program will be offered to encourage cast members to travel to work by means other than the automobile. • Bicycling. A Disneyland Resort Bicycling Program may be developed to offer a bicycling alternative to cast members. Secure bicycle racks, lockers, and showers will be provided as part of this program. Maps of bicycle routes throughout the area would be provided to inform potential bicyclists of these options. • Rental Car Fleet. A "fleet vehicle" program may be developed to provide cast members who travel to work by means other than an automobile with access to automobiles in case of emergency, medical appointments, etc. This service would help cast members use alternative modes of transportation by ensuring that they would be able to have personal transportation in the event of special circumstances. 		

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		<ul style="list-style-type: none"> • <u>Guaranteed Ride Home Program</u>. The program may provide cast members who rideshare, or use transit or other means of commuting to work, with a prearranged ride home in a taxi, rental car, shuttle, or other vehicle, in the event of emergencies during the work shift. In essence, this program addresses the concerns of the cast member who rideshares and might be stranded without a vehicle in the event of an emergency. • <u>Housing Coordinator and Referral Program and Local Hiring Efforts</u>. Continue to provide referral service to facilitate employees in finding housing and actively recruit prospective employees residing within 30-minute commute shed. • <u>Target Reduction of Longest Commute Trip</u>. Design an incentives program for ridesharing and other alternative transportation modes to put highest priority on reduction of longest employee commute trips. • <u>Work Schedule</u> <ul style="list-style-type: none"> - <u>Staggered Shifts</u>. The Disneyland Resort cast may work different hours throughout the daily hours of park operation. A thorough review of cast shifts would be undertaken to provide the potential for cast shifts during nonpeak travel times, thus lessening peak hour congestion. - <u>Compressed Work Week</u>. The Disneyland Resort may review the possibility of developing a "compressed work week" program, which provides for fewer work days but longer daily shifts, as an option for cast members. This program would help eliminate certain trips on certain days that would otherwise be generated daily by the Disneyland Resort Cast. 		

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		<ul style="list-style-type: none"> <li data-bbox="730 240 1335 607">– Telecommuting. The Disneyland Resort employs a variety of cast in different positions, cast members include clerical, office support, and administrative members. The Disneyland Resort may explore the possibility of a "telecommuting" program that would link some of these cast members to The Disneyland Resort via electronic means (e.g., computer with modem). This would help to eliminate certain trips that would otherwise be generated by a cast member who would otherwise physically need to be at the Disneyland Resort. <li data-bbox="667 646 1222 669">• Work Environment/Facility Management <ul style="list-style-type: none"> <li data-bbox="730 708 1335 857">– Parking Management. The Disneyland Resort may develop a parking management program that provides incentives to those who rideshare or use transit means other than single-occupant auto to travel to work. <li data-bbox="730 896 1335 1110">– Management Staff. The existing Disneyland theme park transportation management staff may be expanded onsite to accommodate new employees and to explore relationships with adjacent employers to determine whether joint efforts can lead to greater reductions in VMT by project employees. <li data-bbox="730 1149 1335 1266">– Amenities. Transit systems, transit shelters, bicycle storage areas, and other amenities may be provided with efficient parking management for cast and guests. <li data-bbox="730 1305 1335 1357">– Access. Preferential access to high occupancy vehicles and shuttles may be provided. <li data-bbox="730 1396 1335 1481">– Delivery Management. Schedule deliveries in nonpeak traffic congestion hours to the extent reasonably practicable. 		

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
		<ul style="list-style-type: none"> • Financial Incentives In addition to the above items, certain financial incentives will be integrated into The Disneyland Resort TDM program, such as: <ul style="list-style-type: none"> - <u>Financial Incentive for Ridesharing and/or Public Transit.</u> Currently, federal law provides tax-free status for up to \$60 per month per employee contributions to employees who vanpool or use public transit (including commuter rail and/or express bus pools). - <u>Financial Incentive for Bicycling.</u> Cast members may be offered financial incentives for bicycling to work; they would be provided with secure bicycle racks, lockers, and showers. - <u>Special "Premium" for the Participation and Promotion of Trip Reduction.</u> Tickets/passes to project theme parks and/or vacations could be offered to employees who recruit other cast members for vanpool, carpool, or other Disney trip reduction programs. - <u>Delivery Management.</u> Schedule deliveries in non- peak traffic congestion hours to the extent reasonably practicable. • Guests Even though visitors are estimated to average nearly four persons per vehicle, additional programs and incentives could and will be provided to encourage even more guest use of ridesharing, transit, and other modes of travel to and from the Disneyland Resort. The applicant is currently developing a list of potential programs and is working with the City of Anaheim and OCTA on the provision of convenient linkages to other modes of transportation. Marketing materials for the Disneyland Resort will describe it as an "auto-free" zone with a range of transportation amenities where cars are not needed. 		

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PDF 3.3-17	Prior to Final Building and Zoning Inspection for the Second Theme Park	<p><u>Transportation Management Association</u></p> <p>Other measures to achieve trip reductions and other TDM program objectives will be explored, including the formation of a Disneyland Resort Transportation Management Association (TMA), or an Anaheim Resort Area TMA. To increase the likelihood of success of the TDM program, cooperation among other groups and businesses who either have existing TDM programs or have a need for TDM programming could be networked with cast participants. By expanding the number of participants in the various programs, more benefit in trip reduction is likely to be achieved. The TMA would be responsible for matching cast and guest commute services; marketing/promoting ridesharing alternatives (i.e., vanpooling, bicycling, etc.); and providing a "fair share" payment of local TDM programs provided through the TMA. (PDF 3.3-17)</p>	Public Works Department, Traffic and Transportation Division	Completed
AIR QUALITY				
MM 3.4-1	Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.4-2	<p>Prior to Final Building and Zoning Inspection</p> <p>Prior to Issuance of Each Building Permit</p>	<p>The property owner/developer shall comply with all SCAQMD offset regulations and implementation of Best Available Control Technology (BACT) for all permitted new and modified stationary sources. Copies of permits shall be given to the Planning Department.</p> <p><i>(Note: Environmental equivalent approved on 7/1/98 to change the timing of the measure.)</i></p>	South Coast Air Quality Management District; Planning Department, Planning Division	

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MM 3.4-3*	Ongoing During Operation of the Disneyland Resort	The applicant shall implement the following measures to reduce emissions: 1. To the extent practicable, schedule goods movements for off-peak traffic hours. 2. Use clean fuel for attraction rides and other uses, as practicable.	Public Works Department, Traffic and Transportation Division	
3.4-4	Prior to Issuance of the First Building Permit for the Second Theme Park Prior to Final Building and Zoning Inspections for the Second Theme Park	The applicant shall submit a site and operations plan for this facility showing the location and configuration of the on-site cast financial and dining services in conformance with the Specific Plan. The applicant shall provide cast financial and dining services within the Theme Park District and Hotel District to accommodate cast members.	Planning Department, Planning Division	
MM 3.4-5	Prior to Issuance of Each Building Permit	The property owner/developer shall submit evidence that low emission paints and coatings are utilized in the design and construction of buildings in compliance with AQMD regulations. This information shall be denoted on the project plans and specifications.	South Coast Air Quality Management District; Planning Department, Building Division	
MM 3.4-6	Prior to Issuance of the First Building Permit for the Future Expansion District, Excluding the South Parking Area; and, Ongoing During Project Operation	The following will be achieved: (1) the 1.5 AVR target for all cast and (2) the average length of the out-of-area guest stay of 1.72 days, or a demonstration that the SCAG VMT reduction targets have been met through other means.	South Coast Air Quality Management District; Southern California Association of Governments; Public Works Department, Traffic and Transportation Division	

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PDF 3.4-2*	Prior to Final Building and Zoning Inspection for the Second Theme Park; and Ongoing During Project Operation	The project has been designed to reduce dependence on the private automobile, which will reduce and avoid many of the traffic-related emissions associated with the existing Disneyland theme park, as well as those normally associated with hotels and day-use only special event activities. Guests will be encouraged to park their cars and leave them for the duration of their visits, thus eliminating the trips to restaurants and sightseeing, or entertainment attractions normally associated with vacation stays. Marketing efforts in Southern California will promote the Disneyland Resort as a mini-vacation site for Southland residents.	Public Works Department, Traffic and Transportation Division	
PDF 3.4-3	Prior to Final Building and Zoning Inspection for the Second Theme Park	A wide range of entertainment, lodging, retail and restaurant attractions will be located within the project area and will be linked by an electrically powered monorail system, pedestrian ways/guest transportation system to transport visitors from parking facilities to the Disneyland Resort, and/or pedestrian bridges, walkways and promenades. Convenient walkway access within the Hotel District and adjacent uses, such as the City of Anaheim Convention Center, will also facilitate pedestrian trips by non-project guests who will remain within the project area rather than use automobiles to travel to restaurants and entertainment outside of the area.	Planning Department, Planning Division	
PDF 3.4-4	In Accordance with Transportation and Circulation Mitigation Measures	The Disneyland Resort traffic will be accommodated, and existing traffic conditions and circulation patterns will be improved through implementation of the identified transportation and parking features, including parking facilities, monorail and pedestrian way/guest transportation systems and convenient access to parking facilities from the freeway.	Public Works Department, Traffic and Transportation Division	
PDF 3.4-5*	Prior to Issuance of Building Permits for Each of the East and West Public Parking Structures ;Ongoing During Project Operation	All public day-use parking facilities, not including hotel, hotel accessory uses or cast parking facilities, will have a crew of cast members, based on parking predictions, on each lot or facility level, to assist speed parking procedures. In addition, the East and West public parking structures will incorporate the following	Public Works Department, Traffic and Transportation Division	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
		<p>design features on each facility level, to assist speed parking procedures:</p> <ol style="list-style-type: none"> 1. Signage designed to enhance smooth traffic flows and reduce traffic flows on each facility level. 2. Speed ramps which will take cars directly to the level that has available spaces, thus eliminating circulation movement and time involved with hunting for a space. The speed parking striping and procedures currently used at the Disneyland theme park parking lot will be adapted to use within the parking structures and will be designed to safely park 60 cars per minute. (Refer to Section 7.0, Zoning and Development Standards, in The Disneyland Resort Specific Plan.) 3. Ceiling clearances and lateral clearances, an open well design, and enhanced lighting levels will eliminate the enclosed feeling of a standard garage, which tends to slow drivers. 		
PDF 3.4-6	Prior to Issuance of Each Building Permit	<p>Project design will incorporate the following energy-saving features. This energy savings will also contribute to reduced emissions:</p> <ol style="list-style-type: none"> 1. Improved thermal integrity of structures and reduced thermal load through use of automated time clocks or occupant sensors. 2. Efficient heating and other appliances. 3. Incorporation of appropriate passive solar design. 4. Proper sealing of buildings. 5. Use of drought resistant landscaping wherever feasible to reduce energy used in pumping and transporting water. <p><i>(Note: Environmental Equivalent prior to 3/98 which deleted notation for drought resistant landscaping as the</i></p>	Utilities Department, Water and Electric Services	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
		<i>requirement is addressed in MM 3.10.6-2 and monitoring this aspect of the feature would result in a redundant effort).</i>		
PDF 3.4-7	Prior to Final Building and Zoning Inspection for the Second Theme Park	There will be a special drop-off area on Harbor Boulevard north of Freedman Way, or internal or adjacent to the East Public Parking Structure, or other accessible location, for shuttle buses to help encourage use of buses by area visitors.	Public Works Department, Traffic and Transportation Division	
PDF 3.4-8*	Prior to Final Building and Zoning Inspection for the Second Theme Park; Ongoing During Project Operation	The applicant will implement a comprehensive and aggressive Transportation Demand Management (TDM) program for all project employees.	Public Works Department, Traffic and Transportation Division	
NOISE				
MM 3.5-1	Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.5-2*	Ongoing During Project Operation of the Second Theme Park	The applicant shall obtain (on an annual basis) a permit for use of fireworks.	Fire Department Planning Department, Code Enforcement Division	
MM 3.5-3	Prior to Issuance of Building Permit for Amphitheater	Plans submitted for the location of the amphitheater will document that the facility is no closer than 2,000 feet from the nearest existing residence. The design and orientation of the amphitheater will be reviewed by a certified acoustical engineer; the applicant shall submit a report, for review and approval by the City, to ensure that noise from the amphitheater does not exceed the noise levels established by the City of Anaheim Sound Pressure Level Ordinance.	Planning Department, Building Division	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
MM 3.5-4	<p>Prior to Final Building and Zoning Inspection for the Amphitheater.</p> <p>Within 9 Months of Commencement of Amphitheater Operations</p>	<p>A Noise Monitoring Program prepared by a certified acoustical engineer shall be submitted for review and approval.</p> <p>The applicant shall submit the results of the Noise Monitoring Program conducted by a certified acoustical engineer to ensure that there are no violations of the Sound Pressure Level Ordinance from amphitheater operations outside the Disneyland Resort. If noise in excess of the Sound Pressure Level Ordinance is detected, the applicant shall modify operations within three days to bring the Amphitheater into conformance with the Sound Pressure Level Ordinance.</p>	<p>Planning Department, Planning and Building Divisions</p>	
MM 3.5-5	<p>Prior to Approval of Each Final Site Plan; to be Implemented Prior to Final Building and Zoning Inspections</p>	<p>For hotels within the 70 CNEL contour from West Street/Disneyland Drive, the property owner/developer shall submit a noise study prepared by a certified acoustical engineer identifying whether noise attenuation is required, and defining any attenuation measures and specific performance criteria, if any such measures are required to comply with the Uniform Building Code. Ultimate noise attenuation requirements, if any, shall depend on the final locations of such buildings and noise-sensitive room/uses inside the buildings.</p>	<p>Planning Department, Building Division</p>	
MM 3.5-6	<p>Prior to Issuance of Each Building Permit</p>	<p>For construction of the public parking facilities, South Parking Area facility, and any hotel parking facilities adjacent to residential areas, plans shall document that the driving surfaces shall be a textured surface to minimize tire squeal noise.</p>	<p>Planning Department, Building Division</p>	
MM 3.5-7*	<p>Ongoing During Project Operations of the Second Theme Park</p>	<p>Engine noise from sweeping equipment used in the public parking facilities, South Parking Area facilities and any hotel parking facilities adjacent to residential areas shall be muffled.</p>	<p>Planning Department, Building Division</p>	
MM 3.5-8	<p>Prior to Issuance of Each Building Permit; to be Implemented Prior to Final Building and Zoning Inspections</p>	<p>For structures that are adjacent to residential areas, the applicant shall ensure that all mechanical ventilation units are shown on plans and installed in compliance with the Sound Pressure Level Ordinance.</p>	<p>Planning Department, Building Division</p>	

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PDF 3.5-1*	Ongoing During Project Operations	Lower noise-producing fireworks displays will be used at the Second Theme Park to minimize noise from 11:00 p.m. fireworks shows to meet the noise levels in the City of Anaheim Sound Pressure Level Ordinance.	Planning Department, Code Enforcement Division	
PDF 3.5-2	Prior to Issuance of Building Permit for the West Public Parking Facility; to be Implemented Prior to Final Building and Zoning Inspection for the Second Theme Park	Noise from the west public parking facility adjacent to Walnut Street will be reduced by the provision of convenient access to the parking facility, sound attenuation devices (louvers and walls), the use of textured deck surfaces to reduce tire squealing, and tiering the parking facility in the West Parking Area above the third floor to provide greater distance to the receptors. Noise from the West Public Parking Facility adjacent to the Conestoga Hotel will be reduced by the provision of sound attenuation louvers in the openings on the north side of the structure adjacent to the Conestoga Resort.	Planning Department, Building Division	
PDF 3.5-3	Submittal of Noise Study Prior to Issuance of Southwest Parking Area Building Permit; and Sound Wall Construction Prior to the Commencement of Operation of the Southwest Parking Area	The applicant shall construct a 9-14 feet in height sound wall along Walnut Street next to the Southwest Parking Area. The actual height of the wall will be determined by a noise study submitted with the parking facility construction plans.	Planning Department, Building Division	
EARTH RESOURCES - GEOLOGY, SOILS, AND SEISMICITY				
MM 3.6-1	Prior to Approval of Each Grading Plan	The property owner/developer shall submit a thorough soils and geological report for the area to be graded, based on proposed grading and prepared by an engineering geologist and geotechnical engineer. The report shall comply with Title 17 of the Anaheim Municipal Code.	Public Works Department, Development Services Division	

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MM 3.6-2	Prior to Issuance of Each Building Permit	The property owner/developer shall submit for review and approval detailed foundation design information for the subject buildings, prepared by a civil engineer, based on recommendations by a geotechnical engineer.	Planning Department, Building Division	
MM 3.6-3	Prior to Issuance of Each Foundation Permit	The property owner/developer shall submit a report prepared by a geotechnical engineer for review and approval which shall investigate the subject foundation excavations to determine if soft layers are present immediately beneath the footing site and to ensure that compressibility does not underlie the footing.	Planning Department, Building Division	
MM 3.6-4	Prior to Issuance of Each Building Permit	The property owner/developer shall submit plans showing that the proposed structure has been analyzed for earthquake loading and designed according to the most recent seismic standards in the Uniform Building Code adopted by the City of Anaheim.	Planning Department, Building Division	
MM 3.6-5*	Ongoing During Project Operations	The property owner/developer shall coordinate earthquake training with the Fire Department for hotel staff and cast members.	Fire Department	
MM 3.6-6	Prior to Final Building and Zoning Inspection Prior to Issuance of Each Building Permit	For hotels, the property owner/developer shall submit an earthquake emergency response plan for review and approval. That plan shall require posted notices in all hotel rooms on earthquake safety procedures. <i>(Note: Environmental equivalent approved on 1/15/99 to change the timing of the measure.)</i>	Fire Department	
GROUNDWATER AND SURFACE HYDROLOGY				
MM 3.7-1	Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	

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MM 3.7-2	Prior to Approval of Phase II Grading Plan; to be Implemented in Accordance with the Phasing Plan; and, prior to approval of Phase III Grading Plan; to be Implemented in Accordance with the Phasing Plan.	<p>The property owner/developer shall submit a Master Drainage and Runoff Management Plan (MDRMP) for review and approval. The Master Plan shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> a. Backbone storm drain layout and pipe size, including supporting hydrology and hydraulic calculations for storms up to and including the 100-year storm. b. A delineation of the improvements to be implemented for control of project-generated drainage and runoff. c. Detailed assessment of existing water quality, potential water quality impacts, and a description of proposed measures to maintain water quality to the extent required by the National Pollutant Discharge Elimination System (NPDES) and its regulations, including the following: <ul style="list-style-type: none"> 1. Incorporation of structural and nonstructural City-controlled Best Management Practices (BMPs). BMPs shall, to the extent permitted by law, include, but are not limited to, containment of masonry and paint wastes on the construction site; proper disposal of vehicle fuel and maintenance wastes; disposal of trash and debris; prohibiting water wash down of paved areas (both during and after construction unless allowed by the NPDES permit); and education/training for construction workers on these practices. Engineering details, maintenance procedures, and funding responsibilities of these BMPs shall also be described. 2. Incorporation of measures to comply with applicable actions to be identified by the RWQCB in conformance with the State Water Resources Control Board (SWRCB) statewide water quality control plan for inland surface waters, adopted April 11, 1991. 	Orange County Environmental Management Agency; Regional Water Quality Control Board; Caltrans; Public Works Department, Development Services Division	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
		<p>3. Description of a water quality monitoring program to monitor water quality during and subsequent to construction and to evaluate the effectiveness of BMPs. The water quality monitoring program shall identify: (1) the person/agency responsible for implementing the program, (2) sources of pollutants in runoff (e.g., nuisance flows from development areas, irrigation flows), (3) specific types of pollutants expected in runoff that will be monitored (e.g., total suspended solids, phosphorous, lead), (4) water quality sampling stations that are representative of runoff from the sources identified above, (5) sampling program methodology, including devices to be used and frequency and duration of sampling, (6) method for evaluating data collected from a sampling program, including threshold standards for determining effectiveness of BMPs, and (7) additional measures, if necessary, to increase the effectiveness of the BMPs to the threshold standards identified in C(l) above.</p>		
MM 3.7-3	<p>Prior to Issuance of Each Building Permit</p> <p>Exclusive of the Theme Parks including the Retail/Entertainment Component, Prior to Issuance of Each Building Permit (for non Setback Realm Areas); Prior to approval of Final Site Plan (for Setback Realm Areas)</p> <p>For the West Parking Facility: prior to approval of initial building permits for interim condition of a</p>	<p>The property owner/developer shall submit landscaping and irrigation plans and an Irrigation Management Program to integrate and phase the installation of streetscape landscaping with the proposed construction schedule. This landscape plan shall include a maintenance program to control the use of fertilizers and pesticides, and an irrigation system designed to minimize surface runoff and overwatering. Additionally:</p> <p>a. The landscape plans shall be prepared and certified by a licensed landscape architect. The landscape architect shall submit plans in accordance with Anaheim's Landscape Water Efficiency Ordinance and Guidelines including:</p> <ol style="list-style-type: none"> 1. Project Information. 2. Maximum Applied Water Use expressed as annual totals. 3. Soil management report or specifications. 	<p>Planning and Building Department, Planning Division</p> <p>Public Utilities, Water Services</p> <p>Community Services Department, Parks Division (public right-of-way landscape plans)</p>	

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	<p>portion of the West Parking Area (for the final landscape plans for the Walnut Street Setback area and for the area adjacent to the Walnut Street soundwall in the private realm); and prior to approval of building permits for the ultimate condition of the West Parking Area (for the final landscape plans for West Street/ Disneyland Drive setback landscape, Cerritos Ave. setback landscape, landscaping at entrance to hotels and landscaping interior to hotel and RD&E parking)</p>	<p>4. Landscape design plan.</p> <p>5. Irrigation design plan.</p> <p>6. Grading design plan.</p> <p>b. The Irrigation Management Program shall specify methods for monitoring the irrigation system and shall be designed by an irrigation engineer (plans to be submitted in accordance with the Specific Plan). The system shall ensure that irrigation rates do not exceed the infiltration of local soils and that the application of fertilizers and pesticides do not exceed appropriate levels of frequencies.</p> <p>c. The landscape and irrigation plans shall be developed to be consistent with the provisions of the Specific Plan, which require that the Estimated Applied Water Use (EAWU) to be less than the Maximum Applied Water Allowance (MAWA) the maximum annual water allowance for the project (excluding theme parks) not exceed 80 percent of the mean annual evapotranspiration, or that the landscape irrigation system 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. In addition, all irrigation systems shall be designed so that they will function properly with reclaimed water, if it should become available.</p> <p><i>(Note: Environmental equivalent were approved for this measure as follows:</i></p> <p><i>Prior to 8/97, environmental equivalent approved which clarifies the timing relative to the Setback Realm Areas and non-Setback Realm Areas and its inapplicability to the theme parks including the retail/entertainment component; deleted the reference to the intended purpose of the plan to integrate and phase the installation of streetscape landscaping with the proposed</i></p>	<p>Utilities Department, Water Services; Planning Department, Planning Division (Specific Plan consistency)</p> <p>Utilities Department, Electric Services, Administration, Resource Efficiency Section (Landscape Irrigation plans, Irrigation Management Program and conservation measures)</p>	

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		<p><i>construction schedule in that the Specific Plan requires the approval of Final Site Plans for the Setback Realm Areas which will be submitted on a street-by-street basis rather than on an individual project component basis. It should be noted that this measure will apply to and be monitored with the ultimate landscaping only and not with any interim landscaping condition.</i></p> <p><i>On 10/8/97, environmental equivalent approved to clarify the timing for the West Parking Facility as the SP-4 portion of the West Parking Area will first be developed to accommodate surface parking in an interim condition only. Implementation of this measure for all of the West Parking Area would require substantial portions of the landscaping to be removed in order to implement plans for the ultimate condition of the West Parking Area.</i></p> <p><i>On 7/26/18, environmental equivalent approved to add new language as standard required information to be included as part of the Landscape Plans submittal. In addition, new language calls for consistency with Estimated Applied Water Use (EAWU) and Maximum Applied Water Allowance (MAWA). With the exception of the Planning Department, other departments were deleted from the "Responsible for Monitoring" Section of this Measure, as they are not required to review/monitor.)</i></p>		
MM 3.7-4*	Ongoing During Operation of the Disneyland Resort	<p>The applicant shall provide for the following: cleaning of all paved areas not maintained by the City of Anaheim including, but not limited to, private streets and parking lots on not less than a monthly basis. Using water to clean streets, parking lots, and other areas shall be allowed on a periodic basis if allowed in the applicant's NPDES permit. Nightly washdown shall be allowed in the theme parks and, where advisable to maintain safe and sanitary working conditions, the back-of-house area, if allowed in the applicant's and City's NPDES permit. Flushing debris, residue, and sediment down the storm drains shall conform to the applicant's NPDES requirements. Applicant agrees that material deposited in City storm drains shall not be in violation of the City's NPDES permit.</p>	Public Works Department, Streets and Sanitation Division	

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MM 3.7-5	<p>Prior to Each Final Building and Zoning Inspection (for non-Setback Realm Areas); Prior to Acceptance by City Engineer (for Setback Realm Areas)</p>	<p>The property owner/developer shall submit a Certificate of Substantial Completion, as described in the Specific Plan, which establishes that the landscape irrigation systems have been installed as specified in the approved landscaping and irrigation plans.</p> <p><i>(Note: Environmental equivalent approved prior to 3/98 which clarifies the timing relative to the Setback Realm Areas and non-Setback Realm Areas. It should be noted that this measure will apply to and be monitored with the ultimate landscaping only and not with any interim landscaping condition).</i></p>	<p>Planning Department, Planning Division</p>	
PDF 3.7-1	<p>To be Installed With Project Water Mains; to be Connected if Reclaimed Water Becomes Available</p> <p>For the West Parking Facility: prior to approval of initial building permits for interim condition of a portion of the West Parking Area (for the final landscape plans for the Walnut Street Setback area and for the area adjacent to the Walnut Street soundwall in the private realm); and prior to approval of building permits for the ultimate condition of the West Parking Area (for the final landscape plans for West Street/ Disneyland Drive setback landscape, Cerritos Ave. setback</p>	<p>To reduce the project's demand on potable water, the property owner/developer shall install water lines onsite so that reclaimed water may be used for landscape irrigation and other purposes, if and when it becomes available.</p> <p><i>(Note: Environmental equivalent approved on 10/8/97 to clarify the timing for the West Parking Facility as the SP-4 portion of the West Parking Area will first be developed to accommodate surface parking in an interim condition only. Implementation of this measure for all of the West Parking Area would require substantial portions of the landscaping to be removed in order to implement plans for the ultimate condition of the West Parking Area.)</i></p>	<p>Utilities Department, Water Services</p>	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
	landscape, landscaping at entrance to hotels and landscaping interior to hotel and RD&E parking)			
CONSTRUCTION IMPACTS				
MM 3.8-1	Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.8-2*	Ongoing During Grading Operations	The property owner/developer shall implement standard practices from all applicable codes and ordinances to prevent erosion.	Public Works Department, Development Services Division	
MM 3.8-3	Prior to Approval of Each Grading Plan Prior to Issuance of Each Grading Permit	The property owner/developer shall obtain required NPDES construction storm permits from the State Water Resources Control Board, if applicable. Copies of the Notice of Intent or permits, as applicable, shall be submitted to the City Engineer. <i>(Note: Environmental equivalent approved prior to 3/98 to change the timing for submittal of the Storm Water Pollution Prevention Plan to a more appropriate point in the process.)</i>	State Water Resources Control Board; Public Works Department, Development Services Division	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
MM 3.8-4*	Ongoing During Construction	<p>The following measures will be followed by the property owner/developer to reduce air quality impacts:</p> <ul style="list-style-type: none"> a. Normal wetting procedures 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. b. Roadways adjacent to the project shall be swept and cleared of any spilled export material at least twice a day to assist in minimizing fugitive dust; haul routes shall be cleared as needed if spills of material exported from the project site occur. c. 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. d. Trucks importing or exporting soil material and/or debris shall either be covered prior to entering public streets or shall comply with the vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads. This California Vehicle Code section stipulates that the load, where it contacts the sides, front and back of the cargo container area, remain six inches from the upper edge of the container area, and that the load does not extend, at its peak, above any part of the upper edge of the cargo container area.. e. Manually irrigate or activate irrigation systems necessary to water and maintain the vegetation as soon as planting is completed. f. Reduce traffic speeds on all unpaved road surfaces to 15 miles per hour or less. 	Planning Department, Building Division; Public Works Department, Development Services Division	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
		<p>g. Suspend all grading operations when wind speeds (as instantaneous gust) exceed 25 miles per hour and during second stage smog alerts.</p> <p>h. The project will comply with the 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.</p> <p>i. Use low emission mobile construction equipment (e.g., tractors, scrapers, dozers, etc.) where practicable.</p> <p>j. Utilize existing power sources (e.g., power poles) or clean-fuel generators rather than temporary power generators, where practicable.</p> <p>k. Maintain construction equipment engines by keeping them properly tuned.</p> <p>l. Use low sulfur fuel for equipment, to the extent practicable.</p> <p><i>(Note: Environmental equivalent approved on 1/19/99. California Vehicle Code Section 23114 states that: "Vehicles transporting loads of aggregate materials shall not be required to cover their loads if the load, where it contacts the sides, front, and back of the cargo container area, remains six inches from the upper edge of the container area, and if the load does not extend, at its peak, above any part of the upper edge of the cargo container area." The South Coast Air Quality Management District, in its Rule 403 Implementation Handbook, states that adherence to the above-referenced Code Section is equivalent to covering haul vehicles as a means of controlling fugitive dust. The environmental equivalent text for this mitigation measures reflects these requirements.)</i></p>		

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
MM 3.8-5	Prior to Approval Issuance of Each Grading Plan Permit (for Import/ Export Plan) and Prior to Issuance of Demolition Permit (for Demolition Plan)	Other than for the Disneyland Administration Building or the relocation of the SCE transmission lines, the property owner/developer shall submit Demolition and Import/Export Plans. The plans shall include identification of offsite locations for material 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 applicant 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 the project site. <i>(Note: Environmental equivalent approved prior to 3/98 which changed the timing for the submittal of the Import/Export Plan to a more appropriate point in the process.)</i>	Public Works Department, Traffic and Transportation Division	
MM 3.8-6*	Ongoing During Construction	The property owner/developer shall implement the following to limit emissions from architectural coatings and asphalt usage: a. Use nonsolvent-based coatings on buildings, wherever appropriate. b. Use solvent-based coatings, where they are necessary, in ways that minimize solvent emissions. c. Encourage use of high-solid or water-based coatings.	Air Quality Management District; Planning Department, Building Division	
MM 3.8-7*	Ongoing During Demolition and Construction	Construction noise shall be limited by the property owner/developer to 60 dBA along the property boundaries of The Disneyland Resort Specific Plan area before 7:00 a.m. and after 7:00 p.m. as governed by Chapter 6.7, Sound Pressure Levels, of the Anaheim Municipal Code. <i>(Note: Planning Department changed the responsible Division to the Code Enforcement Division.)</i>	Planning Department, Building Division and Code Enforcement Division	

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MM 3.8-8	Prior to Issuance of Building Permit	For the parking facility in the West Parking Area or any parking structure or facilities in the Hotel District and the South Parking Area, an 8-foot perimeter or portable construction barrier along streets adjacent to construction areas, to be in place during construction, shall be provided to minimize noise impacts. <i>(Note: Planning Department changed the responsible Division to the Code Enforcement Division.)</i>	Planning Department, Building Division Code Enforcement Division	
MM 3.8-9*	Ongoing During Construction	The property owner/developer shall ensure that all internal combustion engines on construction equipment are fitted with properly maintained mufflers. <i>(Note: Planning Department changed the responsible Division to the Code Enforcement Division.)</i>	Planning Department, Building Division Code Enforcement Division	
MM 3.8-10*	Ongoing During 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), according to the requirements of the California Administrative Code, Title 30, Chapter 22, and the Uniform Fire Code, Article 87.	Air Quality Management District for asbestos disposal; Orange County Health Department for hazardous waste and material disposal; Fire Department, Environmental Protection Section for hazardous materials/wastes from underground storage tanks.	
MM 3.8-11*	Ongoing During Construction	If Anaheim Police Department or Anaheim TMC personnel are required to provide temporary traffic control services, the property owner/developer shall reimburse the City, on a fairshare basis, if applicable, for reasonable costs associated with such services.	Police Department; Public Works Department, Traffic and Transportation Division; City Attorney's Office	

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MM 3.8-12*	Prior to Issuance of the First Demolition, Grading or Building Permit for Phase II, Whichever Occurs First	Excluding permits for relocation of the SCE transmission lines, or for demolition related to relocation of the SCE transmission lines as specified in the Phasing Plan, the applicant will establish an onsite public information office (which is conveniently and accessibly located) where construction scheduling and phasing information will be available to the public. The public information office shall be open during construction hours. A telephone "hotline" will be provided to the community to allow members of the public to call the office with questions or comments during business hours. At least one liaison officer will be staffed at the office. The liaison officer shall be available to answer questions from the public and shall coordinate with the City of Anaheim, other public agencies, and major developers in the area regarding the coordination of construction activities and infrastructure improvements. The City shall be provided with a monthly summary of the calls received and follow-up actions.	Public Works Department, Traffic and Transportation Division	
PDF 3.8-1	Prior to Issuance of the First Each Building Permit for the Disneyland Resort or, any Other Timing Specifically Provided in this Measure	Excluding the relocation of SCE Transmission lines or the Disneyland Administration Building, the applicant shall submit a Traffic Mitigation and Construction Phasing and Control Plan. To the extent needed, as determined by the Public Works Department, the following project design features (PDF 3.8-1 - 3.8-8) require the applicant to submit at different times the plans for construction of both Phase II and Phase III development. The Traffic Mitigation and Construction Phasing and Control Plan shall identify the following: <ul style="list-style-type: none"> a. A Construction Staging Area Plan showing the location and size of the construction staging area. The Plan shall also show how the staging area will be screened from view in compliance with the City of Anaheim Municipal Code. <p><i>(Note from 1997 DRSP Mitigation Monitoring Guide: Screening will be reviewed in compliance with the Disneyland Resort Specific Plan in as much as the City of Anaheim Municipal Code contains no specific requirements for screening.)</i></p>	Public Works Department, Traffic and Transportation Division; Planning Department, Planning Division	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
		<p><i>(Note: Environmental equivalent approved prior to 3/98 which allows the Construction Staging Area Plan to be prepared for each project component to ensure the Plan includes sufficient detail to address said component).</i></p>		
PDF 3.8-2	Prior to Approval of Each Grading Plan or Issuance of Each Demolition or Building Permits, Whichever Occurs First	<p>b. A Construction Barrier Plan showing the location and types of barriers to be in place during grading and construction. Said plan shall provide for all construction areas to be screened from view in compliance with the City of Anaheim Municipal Code and shall include provision for the type and height of the barriers to be placed along all construction perimeters prior to the commencement of demolition, site preparation or grading, whichever occurs first.</p> <p><i>(Note from 1997 DRSP Mitigation Monitoring Guide: Screening will be reviewed in compliance with the Disneyland Resort Specific Plan in as much as the City of Anaheim Municipal Code contains no specific requirements for screening.)</i></p> <p><i>(Note: Environmental equivalency approved on 3/13/97 to clarify the plan shall be submitted prior to approval of each grading plan or issuance of each demolition or building permit).</i></p>	Public Works Department, Traffic and Transportation Division; Planning Department, Planning Division	
PDF 3.8-3	Prior to Approval of Each Grading Plan or Issuance of Each Demolition or Building Permit, Whichever Occurs First; Implemented During Grading Site Preparation and Construction	<p>c. A Truck Route Plan identifying truck routes along arterials, avoiding residential areas to the extent feasible and in compliance with the Sound Pressure Level Ordinance. The Plan shall show conformance with the external noise limits for construction between 7 p.m. and 7 a.m. The Plan shall also prohibit construction traffic on residential streets where improvements are not planned and shall provide measures to ensure that truck drivers are directed away from residential streets and travel on approved routes only. Measures to assist in guiding truck movement on the arterial roadway system include, but</p>	Public Works Department, Traffic and Transportation Division; Planning Department, Planning Division Code Enforcement Division	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
		<p>are not limited to, provision of truck route maps to truck drivers and placement of flagpersons and construction signage at appropriate locations. The Truck Route Plan shall provide for monitoring of street conditions and potential repairing and/or repaving by property owner/developer after completion of construction as required by the City Engineer.</p> <p><i>(Note: Environmental equivalency approved on 3/13/97 to clarify the plan shall be submitted prior to approval of each grading plan or issuance of each demolition or building permit. The Planning Department also clarified Code Enforcement was the responsible Division.)</i></p>		
PDF 3.8-4	Prior to Approval of Each Grading Plan or Issuance of Each Demolition or Building Permit, Whichever Occurs First; Implemented During Grading and Construction	<p>d. A Construction Traffic Management Plan which includes mechanisms to reduce construction-related traffic congestion which shall be implemented during grading and construction, including, but not limited to, the following:</p> <ol style="list-style-type: none"> 1. Configure construction parking to minimize onsite and offsite traffic interference. 2. Minimize obstruction of through-traffic lanes. 3. Provide flagpersons to guide traffic, as determined in the plan. <p><i>(Note: Environmental equivalency approved on 3/13/97 to clarify the plan shall be submitted prior to approval of each grading plan or issuance of each demolition or building permit. The Planning Department also clarified Traffic was the responsible Division).</i></p>	Public Works Department, Traffic and Transportation Division; Planning Department, Planning Division	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
PDF 3.8-5	Prior to Approval of the First Each Grading Plan for Phase II and III Southwest Parking Facility	<p>e. A Trip Reduction Plan (excluding the demolition for or relocation of the SCE transmission lines) for construction crew vehicles shall be prepared to reduce potential vehicle trips on the road and identify parking locations for construction employees and equipment.</p> <p><i>(Notes: Environmental equivalent approved on 4/1/97 which allows the Trip Reduction Plan to be prepared for each project component to ensure the Plan includes sufficient detail to address said component).</i></p>	Public Works Department, Traffic and Transportation Division; Planning Department, Planning Division	
PDF 3.8-6	Prior to Issuance of the First Approval of each Building Permit for Each Phase	<p>f. A Traffic Management Plan for phasing of roadway improvements, specifying the sequencing of construction to do the following:</p> <ol style="list-style-type: none"> 1. Coordinate scheduling with other planned construction in the area, including the I-5 widening project. 2. Coordinate scheduling with other infrastructure improvements to allow them to be facilitated efficiently during roadway improvements, such as sewer, storm drain, and water line improvements. 3. Outline procedures for any required traffic detours during construction, including provision of tour bus stops. 4. Phase each roadway improvement to allow access to all existing businesses/residential areas. In some instances this will require lane-by-lane renovation, temporary bypass roads, or traffic reroutes. 5. Employ vertical shoring as often as possible. This will minimize the amount of road surface that will be disturbed at a given location. 6. Sequence the construction of each roadway improvement to minimize disruption to residents and businesses. 	Public Works Department, Traffic and Transportation Division	

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		<p>7. Establish offsite parking and staging areas, where practical and possible, to minimize the impact to existing level of service on adjacent roadways. These offsite parking and staging areas will allow a dispersion of traffic flow to noncritical areas and will encourage bussing of construction workers from the offsite areas to the construction sites.</p> <p>8. Identify how the project improvement construction schedules and haul routes will be coordinated with other areawide improvements. The applicant shall coordinate with the Convention Center and area hotels to ensure continued operations of these facilities, as well as the continued operation of the existing Disneyland theme park and Disneyland Hotel.</p> <p><i>(Note: Environmental equivalent approved on 7/24/97 to integrate the requirements of PDF 3.8-7 into the Traffic Management Plan. It also changes the timing for the measure as development of the South Parking Facility constitutes an early minor component of the Disneyland Resort and, therefore does not warrant preparation and implementation of a project-wide Traffic Management Plan, rather, it provides for the preparation of a Traffic Management Plan for the South Parking Facility only at this point. The need for a project-wide Traffic Management Plan will be assessed with each Grading Plan and will be required when determined warranted by the City.)</i></p>		

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<p>PDF 3.8-7</p> <p>Combined with PDF 3.8-6</p>	<p>Prior to Issuance of the First Building Permit</p>	<p>g. Infrastructure Coordination Plan showing how the project improvement construction schedules and haul routes will be coordinated with other areawide improvements. The applicant shall coordinate with the Convention Center and area hotels to ensure continued operations of these facilities, as well as the continued operation of the existing Disneyland theme park and Disneyland Hotel.</p> <p><i>(Note: Environmental equivalent for PDF 3.8-6 approved on 7/24/97 which combined the monitoring requirement for this feature with PDF 3.8-6 in that infrastructure coordination is a component of the Traffic Management Plan and separate monitoring of this feature would result in a redundant effort.)</i></p>	<p>Public Works Department, Traffic and Transportation Division</p>	
<p>PDF 3.8-8</p>	<p>Prior to Approval of the First Each Grading Plan for Phase II of the Disneyland Resort and III Southwest Parking Facility</p>	<p>h. An Infrastructure Improvement Master Phasing Plan containing (a) infrastructure layout, (b) sizing, including supporting calculations, and (c) infrastructure construction phasing.</p> <p><i>(Note: The following Environmental Equivalencies were approved:</i></p> <p><i>On 3/21/97, environmental equivalent approved to change the timing of this measure as development of the Southwest Parking Lot constitutes an early minor component of the Disneyland Resort and, therefore, does not warrant preparation and implementation of a project-wide infrastructure Improvement Master Phasing Plan, rather it provides for the preparation of a Infrastructure Improvement Master Plan for the Southwest Parking Lot only at that date. The need for a project-wide Infrastructure Improvement Master Phasing Plan would be assessed with each Grading Plan and would be required when determined warranted by the City.</i></p>	<p>Public Works Department, Development Services Division Traffic and Transportation Division; Planning Department, Planning Division</p>	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
		<i>Prior to 3/98, an environment equivalent was approved to eliminate the requirement for sizing, including supporting calculations, as this information is required with the actual improvement plans and is not addressed as part of a phasing plan.)</i>		
PDF 3.8-9	Ongoing During Project Construction	The applicant shall submit a quarterly update report showing construction activities for the upcoming quarter which shall include traffic mitigation and control planning and construction scheduling.	Public Works Department; Planning Department, Planning Division	
PDF 3.8-10*	Ongoing During Construction	To decrease solid waste resulting from the construction phases, asphalt and concrete which is demolished as a part of project demolition and construction may be crushed and reused on the project site.	Public Works Department, Development Services Division	
PDF 3.8-11	Prior to Approval of Each Grading Plan	The applicant shall show how the project will be in compliance with the Traffic Mitigation and Construction Phasing and Control Plan.	Public Works Department, Traffic and Transportation Division; Planning Department, Planning Division	
EMPLOYMENT, POPULATION, AND HOUSING				
MM 3.9-1*	Varies	The applicant shall implement the project design feature included herein or its environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
PDF 3.9-1*	Ongoing During Project Operations	The existing Disneyland theme park and Disneyland Hotel special employment programs such as summer employment for teachers and educational programs offering local high schools students jobs will continue. The Walt Disney Company will also aggressively recruit workers who are already a part of the resident work force in the region. Implementation of The Disneyland Resort Specific Plan will further efforts in offering employment opportunities at various socioeconomic levels.	Planning Department, Planning Division	
PUBLIC SERVICE AND UTILITIES - FIRE				
MM 3.10.1-1	Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.10.1-2	Prior to Commencement of Structural Framing on Each Parcel or Lot	Onsite fire hydrants shall be installed and charged, as required, by the property owner/developer.	Fire Department	
MM 3.10.1-3	Prior to Approval of Each Grading Plan	The property owner/developer shall submit an emergency fire access plan to ensure that service to the site is in accordance with Fire Department service requirements.	Fire Department	
MM 3.10.1-4	Prior to Issuance of Each Building Permit	The property owner/developer shall submit a Construction Fire Protection Plan which shall include detailed design plans for 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.	Fire Department	
MM 3.10.1-5	Prior to Issuance of Each Building Permit; to be Implemented Prior to Each Final Building and Zoning Inspection	Plans shall indicate that all buildings, exclusive of parking structures, shall have sprinklers installed by property owner/developer.	Fire Department	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
MM 3.10.1-6	Prior to Issuance of Each Building Permit	<p>Plans shall be submitted to ensure that development is in accordance with the City of Anaheim Fire Department Standards, including:</p> <ul style="list-style-type: none"> 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 the 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 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. 	Fire Department	
MM 3.10.1-7	Prior to Issuance of the First Building Permit in Phase II	The property owner/developer shall enter into an agreement with the City of Anaheim to pay or cause to be paid its fair share of the funding for one additional fire inspector to maintain adequate levels of service of ongoing fire inspection of the Project and in the Anaheim Resort.	Fire Department; City Attorney's Office	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
MM 3.10.1-8	Prior to Issuance of the First Building Permit for Phase II of the Disneyland Resort, Excluding Permits for Demolition or the Relocation of the Existing SCE Transmission Lines	<p>The EIR identifies the following equipment in connection with the Project, other development within the C-R Overlay and District A of The Disneyland Resort Specific Plan Area, and cumulative development in the Anaheim Resort:</p> <ul style="list-style-type: none"> • A vehicle equipped with specialty tools and equipment to enable the Fire Department to provide heavy search and rescue response capability. • 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. • One additional fire truck company. • One additional Paramedic company. • Modification to existing fire stations to accommodate the additional fire units. <p>To implement this requirement as it applies to the applicant, the applicant shall provide or cause to be provided funding for the following equipment:</p> <ul style="list-style-type: none"> • One fire truck company; • One paramedic company; and • Modifications to existing fire stations to accommodate the fire truck company and the paramedic company. <p>The applicant shall not be required to contribute to the purchase of the other equipment identified in the Final EIR because the applicant has or will provide its own emergency response equipment and personnel.</p>	Fire Department; City Attorney's Office	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
		<p>The City recognizes that these improvements will serve not only the applicant but also other property owners/developers in the Specific Plan area, the Anaheim Resort, and the service area, each of which should contribute its allocable share of the cost of the improvements. To implement this requirement as it applies to other property owners/developers in the Specific Plan area, the Anaheim Resort, and the service area, the City shall, and shall make appropriate arrangements with other public agencies, if any, to reimburse the applicant to the extent that its contributions for these improvements exceed the applicant's allocable share of the cost. Such arrangements shall include one or more of the following: (1) creation of integrated financing districts; (2) entry into a reimbursement agreement with the applicant; (3) creation of appropriate community facilities districts, assessment districts, and/or the use of similar public financing districts and/or mechanisms; and (4) creation of such other mechanisms or districts as may be appropriate to provide for the reimbursement of these costs. The determination of the allocable share of improvement costs attributable to the applicant and other property owners/developers, and reimbursement amounts, shall be based on an apportionment of the costs of such equipment and personnel among property owners/developers, including the applicant, in the Specific Plan area, the Anaheim Resort, or the otherwise defined service area, as applicable, depending on the area served.</p> <p>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 with the applicant.</p>		

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
MM 3.10.1-9	Prior to Approval of Street 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 in accordance with Fire Department requirements. (3.10.1-9)	Fire Department; Public Utilities Department, Water Services	
MM 3.10.1-10	Prior to Each Final Building and Zoning Inspections, emergency telephone service numbers shall be posted for at least one telephone in each facility (for non-occupied facilities) and emergency telephone service numbers shall be posted at each telephone that is deemed appropriate by the Fire Department in each facility (for occupied facilities); prior to Opening Day, emergency telephone service numbers will be posted within The Disneyland Resort for all telephones that are deemed appropriate by the Fire Department.	The property owner/developer shall place emergency telephone service numbers in prominent locations as approved by the Fire Department. <i>(Note: Environmental equivalent approved on 2/7/00 to change the timing for this measure as the majority of The Disneyland Resort will not be open to the public nor occupied by employees of Disneyland prior to Opening Day, and therefore will not require the posting of emergency telephone service numbers at more than one telephone per facility. Prior to Opening Day, after which time all facilities will be open to the public and occupied by employees, all emergency telephone numbers will be posted, in accordance with the requirements of the Fire Department.)</i>	Fire Department	
PDF 3.10.1-1*	Prior to Final Building and Zoning Inspections for the Second Theme Park; Ongoing During Project Operation	The existing services and capabilities of the Disneyland Fire Department shall be extended within the Disneyland Resort. Existing services include preconstruction checks, preinvestigation of fires and alarms, preplanning for fires and evacuations, fire prevention program activities, and monitoring of pyrotechnics and special effects.	Fire Department	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
PUBLIC SERVICE AND UTILITIES - POLICE				
MM 3.10.2-1	Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.10.2-2*	Ongoing During Operation of the Disneyland Resort	The operator of the public parking facilities shall provide an adequate staff of private security officers for patrol and surveillance of the facilities.	Police Department	
MM 3.10.2-3	Prior to the Issuance of the First Building Permit for Phase II of the Disneyland Resort (excluding the Relocation of the SCE Transmission Lines)	The property owner/developer shall enter into an agreement with the City of Anaheim to pay or cause to be paid its fair share of the funding for police personnel and equipment necessary to meet the service needs of the Anaheim Resort.	Police Department, City Attorney	
MM 3.10.2-4	Prior to Final Building and Zoning Inspections for the Second Theme Park	<p>The applicant shall provide space within The Disneyland Security Office, to support the Anaheim Police Department to the satisfaction of the Police Department, based on the following criteria:</p> <ul style="list-style-type: none"> • During the design phase of the security area, a police representative shall be kept informed of the plans for the security area. • All facilities shall be within The Disneyland Resort Security Office on a shared basis. • Separate holding rooms for adult and juvenile offenders shall be provided for the use of the Disneyland Security Department. • Additional private interview rooms shall be made available for the shared use of the Anaheim Police Department and the Disneyland Security Department, including adequate areas for onsite storage needs and a common area for computers. 	Police Department	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
MM 3.10.2-5	Prior to Issuance of Each Building Permit for Parking Structures	<p>The Police Department shall review the safety measures incorporated into the building plans for the parking structures within the Specific Plan area to be submitted by the property owner/developer. The security measures shall include the following or other substitute security measures as may be approved by the Police Department:</p> <ul style="list-style-type: none"> • For the West and East Public Parking Structure, and the Southwest Parking Facility, closed circuit television surveillance and recording equipment shall be provided. • For the hotel parking structures, closed circuit television surveillance and recording equipment shall be provided. • For the Disneyland Administration Building and the South Parking Area (south of Katella Avenue and west of Haster Street), guarded entrance and exit gates shall be provided. 	Police Department	
MM 3.10.2-6*	Ongoing During Operation of the Disneyland Resort	The applicant shall continue to provide anti-gang and substance abuse educational programs which are currently provided for park security cast members.	Police Department	
PDF 3.10.2-1*	Ongoing During Operations	The Disneyland Security Department shall be expanded to provide equivalent levels of service to the entire Disneyland Resort. These services will include initial response, investigation, and report writing. Entry points to the theme parks will be patrolled by the Disneyland Security Department.	Police Department	
PDF 3.10.2-2	Prior to Issuance of Each Building Permit for Each Parking Facility; to be Implemented Prior to Final Building and Zoning Inspections	In the West and East Public Parking Structures and in the hotel parking structures, closed circuit television monitoring and recording or other adequate security measures will be used extensively.	Police Department	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
PDF 3.10.2-3*	Ongoing During Project Operation	The applicant shall continue to provide and expand its Court Liaison program to meet the needs of the Disneyland Resort.	Police Department	
PUBLIC SERVICE AND UTILITIES – SOLID WASTE				
MM 3.10.3-1	Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.10.3-2	For the Second Theme Park, prior to Opening Day, except where solid waste recycling facilities are required for operation of facility prior to Opening Day (in which case solid waste recycling facilities will be provided prior to Final Building and Zoning Inspections); and for the Remainder of The Disneyland Resort, Prior to Final Zoning and Building Inspections	<p>Excluding the relocation of SCE transmission lines, the Disneyland Administration Building and demolition, the property owner/developer shall submit project plans to the Director of Maintenance for review and approval to ensure that the plans comply with AB 939, the Solid Waste Reduction Act of 1989, as implemented by the City of Anaheim, the County of Orange Integrated Waste Management Plan, and the City of Anaheim Integrated Waste Management Plan, administered by the Department of Maintenance.</p> <p><i>(Note: Environmental equivalent approved on 12/7/99 to change the timing for this mitigation measure as the majority of Disney’s California Adventure will not be open to the public nor occupied by employees of Disneyland prior to Opening Day, and therefore, will not be generating solid waste. With respect to the remainder of The Disneyland Resort, solid waste management facilities will be provided as part of the Certificate of Occupancy process, after which time facilities will be occupied, and therefore, generating solid waste.</i></p> <p><i>Mitigation measure also references “Director of Maintenance”. This has been changed to Director of Public Works, inasmuch as City Maintenance functions are now overseen by the Public Works Department. Additionally, the Department of Maintenance reference in the mitigation measure has been changed to Department of Public Works, Streets and Sanitation Division).</i></p>	Maintenance Department Public Works Department, Streets and Sanitation Division	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
MM 3.10.3-3	Prior to Final Zoning and Building Inspection; to be Implemented During Operation of the Theme Parks	<p>A solid waste management plan shall be submitted for review and approval by the applicant for the Disneyland Resort theme parks to ensure that the project plans comply with AB 939, as administered by the City of Anaheim, and the County's and City's Integrated Waste Management Plans. Waste management mitigation measures that shall be taken to reduce solid waste generation shall include:</p> <ol style="list-style-type: none"> a. Detailing the locations and design of back-of-house recycling facilities. b. Complying with all Federal, State, and City regulations for hazardous material disposal. c. Continuing participation in the City of Anaheim's voluntary "Recycle Anaheim" program or other substitute program as may be developed by the City. <p>In order to meet the requirements of the Solid Waste Reduction Act of 1989 (AB 939), the applicant shall implement numerous solid waste reduction programs at the Disneyland Resort, including:</p> <ul style="list-style-type: none"> • Facilitating paper recycling by providing chutes or convenient locations for sorting and recycling bins. • Facilitating cardboard recycling (especially from retail areas) by providing adequate space and centralized locations for collection and baling. • Facilitating glass recycling (especially from restaurants) by providing adequate space for sorting and storing. • Providing trash compactors for nonrecyclable materials whenever feasible to reduce the total volume of solid waste and the number of trips required for collection. • Prohibition of curbside pick-up within the Disneyland Resort. 	Maintenance Department; Fire Department, Environmental Protection Section (for hazardous material disposal)	

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PDF 3.10.3-1	Prior to Final Building and Zoning Inspections for the Second Theme Park; and continuing on an Ongoing Basis During Project Operation	<p>The existing solid waste recycling and waste minimization practices at the Disneyland theme park shall be expanded as feasible to serve the Disneyland Resort. Existing practices include:</p> <ul style="list-style-type: none"> • Usage of recycled paper products for stationery, letterhead, and packaging. • Recovery of materials such as aluminum and cardboard. • Collection of office paper for recycling. • Collection of polystyrene (foam) cups for recycling. • Collection of glass, plastics, kitchen grease, laser printer toner cartridges, oil, batteries, and scrap metal for recycling or recovery. 	Maintenance Department	
PUBLIC SERVICE AND UTILITIES - PARKS				
MM 3.10.4-1	Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the Mitigation Monitoring Program process.	Refer to Note #7 on page 1.	
MM 3.10.4-2	Prior to Issuance of the First Building Permit for Phase II	The applicant shall enter into an agreement to pay the cost of providing night lighting to two existing ballfields at one or more existing City community parks complete with support amenities, including parking, security lighting, restrooms, spectator seating, and drinking fountains. The applicant shall enter into an agreement with the Parks, Recreation and Community Services Department that delineates the conditions under which payment for improvements will be provided.	Community Services Department, Parks Division; City Attorney's Office	
PDF 3.10.4-1	Prior to Final Building and Zoning Inspections for the Second Theme Park	Substantial area within the Disneyland Resort has been designed to encourage utilization by pedestrians in a park-like setting linking key areas of the project. The pedestrian amenities will include landscaped pedestrian walkways linking West Street/Disneyland Drive to Harbor Boulevard; and a new entry plaza for Disneyland and the Second Theme Park where the guest transportation system will drop off guests from the parking facilities and hotels.	Planning Department, Planning Division; Public Works Department, Design Division	

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PDF 3.10.4-2	Prior to Final Building and Zoning Inspections for the Second Theme Park	The applicant will provide an eating area, outside the paid gates, easily accessible to park guests, within the Theme Park District for those who bring their own food. Design features will include a 50-table layout with comparable spacing to other theme park eating areas. Drinking fountains, security, landscaping, lighting, vending machines, and nearby restrooms/locker facilities will be provided.	Community Services Department, Parks Division	
PUBLIC SERVICE AND UTILITIES --SCHOOLS				
MM 3.10.5-1	Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.10.5-2	Prior to Issuance of Each Building Permit	The property owner/developer shall provide proof that school impact fees have been paid consistent with State statute.	Planning Department, Building Division	
PDF3.10.5-1	Ongoing During Project Operations	<p>The existing Disneyland theme park has developed and/or has engaged in a series of educational programs in cooperation with the local community and regional agencies and organizations, designed to enhance and complement the educational opportunities and experiences for the youth. The 10 educational programs that currently exist are indicated below (see Section 3.10.5, Schools, for detailed information regarding these programs):</p> <ol style="list-style-type: none"> 1. The Disneyland Creativity Challenge Awards Program 2. Orange County Young Listeners Concerts 3. Junior Achievement (JA) 4. Work Exposure Day at Disneyland 5. Disney Magic Music Days 6. Job Search Strategy Class 7. "Free From Drugs" Program 8. Job Training Opportunities 9. School Support Programs 10. CIF Champion Celebration <p>The applicant will continue these programs and/or substitute similar programs of equal importance.</p>	Planning Department, Planning Division	

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PUBLIC SERVICE AND UTILITIES - WATER				
MM 3.10.6-1	Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.10.6-2	<p>Prior to Issuance of Each Building Permit or Approval of Each Landscape Plan, Whichever Occurs First; to be Implemented Prior to Final Zoning and Building Inspections; and, Continuing on an Ongoing Basis During Project Operation</p> <p>With the exception of the West Parking Area, Prior to Issuance of Each Building Permit (for non-Setback Realm Areas); Prior to approval of Final Site Plan (for Setback Realm Areas); to be Implemented Prior to Final Zoning and Building Inspections (for non-Setback Realm Areas) and Prior to Acceptance by the City Engineer (for Setback Realm Areas); and Continuing on an Ongoing Basis During Project Operation</p>	<p>Among the water conservation measures to be shown on plans and implemented by the property owner/developer (to the extent feasible within the Theme Park District) within the Specific Plan area include the following:</p> <ul style="list-style-type: none"> • Use of low-flow sprinkler heads in irrigation system. • Use of waterway re-circulation systems. • Low-flow fittings, fixtures, and equipment, including low flush toilets and urinals. • Use of self-closing valves on drinking fountains. • Use of reclaimed water for irrigation and washdown when it becomes available. • Continuation of the existing cooling tower recirculation system. • Use of efficient irrigation systems such as drip irrigation and automatic systems which use moisture sensors. • Low-flow shower heads in hotels. • Water-efficient ice machines, dishwashers, clothes washers, and other water-using appliances. • Use of irrigation systems primarily at night when evaporation rates are lowest. • Provide information to the public in conspicuous places regarding water conservation. • Use of water-conserving landscape plant materials wherever feasible. 	<p>Utilities Department, Resource Efficiency Section; Community Services Department, Parks Division; Planning Department, Building Division</p>	

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	<p>West Parking Area: Prior to approval of initial building permits for interim condition of a portion of the West Parking Area (for the final landscape plans for the Walnut Street Setback area and for the area adjacent to the Walnut Street soundwall in the private realm); and prior to approval of building permits for the ultimate condition of the West Parking Area (for the final landscape plans for West Street/ Disneyland Drive setback landscape, Cerritos Ave. setback landscape, landscaping of entrance to hotels and landscaping interior to hotel and RD&E parking).</p>	<ul style="list-style-type: none"> • Use of vacuum and other equipment to reduce the use of water for washdown of exterior areas. <p><i>(Note: Environmental equivalent were approved for this measure as follows:</i></p> <p><i>Prior to 10/8/97, environmental equivalent approved to clarify the timing relative to the Setback Realm Areas and non-Setback Realm Areas. It should be noted that this measure will apply to and be monitored with the ultimate landscaping only and not with any interim landscaping condition.</i></p> <p><i>On 10/8/97, environmental equivalent approved to change the timing for the West Parking Area as the SP-4 portion of the West Parking Area will first be developed to accommodate surface parking in an interim condition only. Implementation of this measure for all of the West Parking Area would require substantial portions of the landscaping to be removed in order to implement plans for the ultimate condition of the West Parking Area.</i></p> <p><i>On 7/26/18, environmental equivalent approved which, with the exception of the Planning Department, removed other departments from the “Responsible for Monitoring” Section of this measure as they are not required to review/monitor. It also removed the following language: “(to the extent feasible within the Theme Park District).”</i></p>		
MM 3.10.6-3	Prior to Each Final Zoning and Building Inspection	The property owner/developer shall submit a certified water audit for landscape irrigation systems except for areas within the Theme Parks.	Utilities Department, Resource Efficiency Section	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
MM 3.10.6-4	Prior to Issuance of the First Building Permit for the Disneyland Administration Building; to be Implemented Prior to Final Building and Zoning Inspections for the Disneyland Administration Building	The existing 12-inch water main between Ball Road and the southeast corner of the Disneyland Administration Building site will be replaced by the applicant with a new 16-inch diameter main to the satisfaction of the Public Utilities Department.	Utilities Department, Water Services	Completed
MM 3.10.6-5	Prior to Issuance of the First Building Permit for Phase II, Excluding Permits for the Demolition or Relocation of the Existing SCE Transmission Lines	For construction in the back-of-house area, excluding the Disneyland Administration Building, the existing 12 and 10-inch water mains located between the southeast corner of the Disneyland Administration Building site and Harbor Boulevard north of Manchester Avenue will be replaced with a new 16-inch water main to the satisfaction of the Public Utilities Department. Note: Implementation of the water improvement required in Condition of Approval #72, which requires a new 16" water main to be constructed in Manchester Avenue/Midway Drive between the Harbor/Manchester intersection and the Anaheim Boulevard/Midway Drive intersection, has been determined as environmentally equivalent to the adopted mitigation measure. <i>(Note: On 2/27/97, environmental equivalent approved to add a note to clarify this measure.)</i>	Utilities Department, Water Services; City Attorney's Office	
MM 3.10.6-6	Prior to Issuance of the First Building Permit for Phase II, Excluding Permits for Demolition or the Relocation of the Existing SCE Transmission Lines; to be Implemented in Accordance with the	The applicant shall submit for review and approval an engineering report and phasing plan demonstrating the incorporation of the following water system improvements into The Disneyland Resort. The applicant shall construct or cause to be constructed the following improvements: a. The existing 8-inch water main in Clementine Street from Katella Avenue to Freedman Way shall be replaced by a 20-inch water main.	Utilities Department, Water Services; City Attorney's Office	Completed

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	Approved Phasing Plan	<p>b. The existing 10-inch water main in Freedman Way from Clementine Street to Harbor Boulevard shall be replaced by a 20-inch water main.</p> <p>c. The existing 10-inch water main in Harbor Boulevard from Katella Avenue to Freedman Way shall be replaced by a 20-inch water main.</p> <p>d. The 12-inch water main in Katella Avenue from Harbor Boulevard to Clementine Street shall be replaced by a 20-inch water main.</p> <p>e. The existing 10-inch water main in Harbor Boulevard from Freedman Way to Harbor Boulevard north of Manchester Avenue shall be replaced by a 16-inch water main.</p> <p>The City recognizes that these improvements will serve not only the applicant but also other property owners/developers in the Specific Plan area, the, Anaheim Resort and the service area, each of which should contribute its allocable share of the cost of these improvements. To implement this requirement as it applies to other property owners/developers in the Specific Plan area, the Anaheim Resort, and the service area, the City shall, and shall make appropriate arrangements with other public agencies, if any, to reimburse the applicant to the extent that its contributions for these improvements exceed the applicant's allocable share of the cost. Such arrangements shall include one or more of the following: (1) creation of integrated financing districts; (2) entry into a reimbursement agreement with the applicant; (3) creation of appropriate community facilities districts, assessment districts, and/or use of similar public financing districts and/or mechanisms; and (4) creation of other such mechanisms or districts as may be appropriate to provide for the reimbursement of these costs. The determination of the allocable share of improvement costs attributable to the applicant and other property owners/developers, and reimbursement amounts, shall be based on an apportionment of the costs of such improvements among property owners/developers, including the applicant, in the Specific Plan area, the Anaheim Resort, or otherwise</p>		

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
		<p>defined service area, as applicable, depending on the area served.</p> <p>To implement this mitigation measure, the City has adopted the Anaheim Resort Water Facilities Fee Program (Rule 15E of the Water Rates, Rules and Regulations). Compliance with this Fee Program by the property owner/developer (per Resolution No. 95R-140, effective September 1, 1995) shall satisfy the requirements of this Mitigation Measure, or the City may enter into alternative financing arrangements with the applicant.</p>		
MM 3.10.6-7	Prior to Issuance of the First Building Permit for Phase II, Excluding Permits for Demolition or the Relocation of the Existing SCE Transmission Lines	The applicant shall submit for review and approval an Engineering Report and Phasing Plan demonstrating the incorporation of a new water supply well in the vicinity of Clementine Street and Freedman Way.	Utilities Department, Water Services; City Attorney's Office	
MM 3.10.6-8	Prior to Final Building and Zoning Inspections for Phase II	The applicant shall fund or cause to be funded the drilling of a new water supply well in the vicinity of Clementine Street and Freedman Way.	Utilities Department, Water Services; City Attorney's Office	
MM 3.10.6-9	Prior to Final Building and Zoning Inspections for the Second Theme Park	<p>The applicant shall cause to be constructed the site improvements for the well in the vicinity of Clementine Street and Freedman Way.</p> <p>The City recognizes that these improvements will serve not only the applicant but also other property owners/developers in the Specific Plan area, the Anaheim Resort, and the service area, each of which should contribute its allocable share of the cost of these improvements. To implement this requirement as it applies to other property owners/developers in the Specific Plan area, the Anaheim Resort, and the service area, the City shall, and shall make appropriate arrangements with other public agencies, if any, to reimburse the applicant to the extent that its contributions for these improvements exceed the applicant's allocable share of the cost. Such</p>	Utilities Department, Water Services; City Attorney's Office	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
		<p>arrangements shall include one or more of the following: (1) creation of integrated financing districts; (2) entry into a reimbursement agreement with the applicant; 3) creation or appropriate community facilities districts, assessment districts, and/or use of similar public financing districts and/or mechanisms; and (4) creation of other such mechanisms or districts as may be appropriate to provide for the reimbursement of these costs. The determination of the allocable share of improvement costs attributable to the applicant and other property owners/developers, and reimbursement amounts, shall be based on an apportionment of the costs of such improvements among property owners/developers, including the applicant, in the Specific Plan Area, the Anaheim Resort or otherwise defined service area, as applicable, depending on the area served.</p> <p>The City has adopted the Anaheim Resort Water Facilities Fee Program (Rule 15E of the Water Rates, Rules and Regulations). Compliance with this Fee Program by the property owner/developer (per Resolution No. 95R-140, effective September 1, 1995) shall satisfy the requirements of this mitigation measure. It is noted that the City may require the applicant to provide an advance in accordance with Rule 15E of the Water Rates, Rules and Regulations to complete the site improvements for the new water supply well for which the drilling phase was previously completed under Mitigation Measure No. 3.10.6-8. The City may also enter into alternative financing arrangements with the applicant to ensure that this mitigation measure is implemented.</p>		
<p>PDF 3.10.6-1 Eliminated</p>	<p>Prior to Each Final Building and Zoning Inspection for the Disneyland Resort</p>	<p>The Disneyland Resort will be developed with piping onsite to use reclaimed water when it is available from the County Sanitation District of Orange County (CSDOC), for use in the Disneyland Resort waterways and for irrigation.</p> <p><i>(Note: Environmental equivalent approved prior to 3/98 which eliminated the monitoring requirement for this measure in that it was duplicative of PDF 3.7-1 and separate monitoring would result in a redundant effort).</i></p>	<p>Utilities Department, Water Services</p>	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
PDF 3.10.6-2	To be Shown on Street Improvement Plans; to be Implemented Prior to Street Relocation or Final Building and Zoning Inspections for the Second Theme Park, Whichever Occurs First	<p>With development of the Disneyland Resort, some street rights-of-way will be relocated, therefore requiring relocation of the utilities. The following improvements are included in the development of the Disneyland Resort:</p> <ul style="list-style-type: none"> • The existing 10-inch water main in Cerritos Avenue between Walnut Street and West Street/Disneyland Drive will be abandoned with the proposed realignment of this portion of Cerritos Avenue, and a new 12-inch water main will be installed in the new Cerritos Avenue right-of-way. • The existing 12-inch and 14-inch water mains in West Street/Disneyland Drive will be replaced with a 20-inch water main and relocated with the realignment of the West Street/Disneyland Drive right-of-way. • An onsite 12-inch dual-feed water main through the proposed Disneyland Resort from the proposed water line in West Street/Disneyland Drive to the proposed water line in Harbor Boulevard will be constructed. The dual-feed system will create two means of water supply to any point fed from this line and will ensure good fire flow protection. 	Utilities Department, Water Services	
PUBLIC SERVICE AND UTILITIES - WASTEWATER/SEWER				
MM 3.10.7-1	Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
MM 3.10.7-2	Prior to Issuance of the First Building Permit for the Disneyland Administration Building; to be Implemented Prior to Final Building and Zoning Inspection for the Disneyland Administration Building	The applicant shall submit a report indicating that the Administration Building will not increase the sewage flows to Ball Road beyond historic levels. The applicant will upgrade or parallel the existing 10-inch diameter pipe in Winston Road from the Disneyland property line to West Street/Disneyland Drive with an approximate 12-inch diameter pipe. Additionally, an upgrade or parallel pipe to the existing 10-inch diameter pipe in West Street between Winston Road and Cerritos Avenue will be provided.	Public Works Department, Development Services Division and Design Division	
MM 3.10.7-3	Prior to the First Final Building and Zoning Inspection for Phase II, Excluding Permits for Demolition or the Relocation of the Existing SCE Transmission Lines	<p>The applicant shall construct or cause to be constructed the following improvements:</p> <ul style="list-style-type: none"> • A City' sewer main upgrade line or parallel sewer line to the existing 24-inch sewer main in Katella Avenue, from the existing 27-inch District sewer line at Walnut Street or Ninth Street to Harbor Boulevard. • A City sewer main upgrade line or parallel sewer line to the existing 15-inch sewer main in Harbor Boulevard from Katella Avenue to Manchester Avenue. 	Public Works Department, Design Division; City Attorney's Office	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
		<p>The City recognizes that these improvements will serve not only the applicant but also other property owners/developers in the Specific Plan area, the Anaheim Resort, and the service area, each of which should contribute its allocable share of the cost of these improvements. To implement this requirement as it applies to other property owners/developers in the Specific Plan area, the Anaheim Resort, and the service area, the City shall, and shall make appropriate arrangements with other public agencies, if any, to reimburse the applicant to the extent that its contributions for these improvements exceed the applicant's allocable share of the cost. Such arrangements shall include one or more of the following: (1) creation of integrated financing districts; (2) entry into a reimbursement agreement with the applicant; (3) creation of appropriate community facilities districts, assessment districts, and/or use of similar public financing districts and/or mechanisms; and (4) creation of other such mechanisms or districts as may be appropriate to provide for the reimbursement of these costs. The determination of the allocable share of improvement costs attributable to the applicant and other property owners/developers, and reimbursement amounts, shall be based on an apportionment of the costs of such improvements among property owners/developers, including the applicant, in the Specific Plan area, the Anaheim Resort, or otherwise defined service area, as applicable, depending on the area served.</p> <p>To implement this mitigation measure, the City has adopted the Sewer Impact and Improvement Fee Program for the South Central City Area. Compliance with this Fee Program by the property owner/developer (per Ordinance No. 5490 and Resolution No. 95R-60 dated April 18, 1995) shall satisfy the requirements of this Mitigation Measure, or the City may enter into alternative financing arrangements with the applicant.</p>		

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
PDF 3.10.7-1	To be Shown on Street Improvements Plans; to be Implemented Prior to Final Building and Zoning Inspection for the Second Theme Park	<p>With development of the Disneyland Resort, some street rights-of-way will be realigned, therefore requiring concurrent relocation of the sewer line to the proposed rights-of-way as follows:</p> <ul style="list-style-type: none"> • Reconstruction of the existing pipeline in West Street/Disneyland Drive when the street alignment is implemented. • Construction of a 15-inch to 21-inch pipeline in Cerritos Avenue between West Street/Disneyland Drive and Walnut Street when the existing street is abandoned and relocated. • Construction of a 12-inch pipeline in West Street/Disneyland Drive from Winston Road to Cerritos Avenue. 	Public Works Department, Design Division	
PUBLIC SERVICE AND UTILITIES – STORM DRAINS				
MM 3.10.8-1	Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.10.8-2	Prior to Approval of Grading Plans; to be Constructed Prior to Final Building and Zoning Inspections for the Second Theme Park	<p>Excluding the relocation of the SCE transmission lines or demolition, a detailed drainage study and plan that identifies either no increase in area historic drainage flows and no changes in area historic drainage patterns, except as already addressed through Project Design Features; or, that identifies additional drainage improvements to meet multi-year storm design frequency discharges for Phase II and Phase III improvements and to protect property in the event of a 100-year storm design frequency shall be submitted for review and approval.</p> <p>It is noted that the City has adopted the Storm Drain Impact and Improvement Fee Program for the South Central City Area. Compliance with this Fee Program by the property owner/developer (per Ordinance No. 5491 and Resolution No. 95R-61 dated April 18, 1995) shall satisfy the requirements of this Mitigation Measure, or the City may enter into alternative financing arrangements with the applicant.</p>	Public Works Department, Development Services Division	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
MM 3.10.8-3	To be Shown on Street Improvement Plans; Prior to approval of a Grading Plan for the South Parking Area; to be Implemented Prior to the First Final Building and Zoning Inspection for the South Parking Area	The applicant shall construct or cause to be constructed detention/retention facilities in the South Parking Area to ensure that the storm water runoff from the Future Expansion District does not increase area historic drainage flows and does not alter historic drainage patterns. <i>(Note: Environmental equivalent approved prior to 3/98 which changed timing to reflect that the grading plan was the appropriate plan with which to first monitor this measure).</i>	Public Works Department, Development Services Division	Completed
PDF 3.10.8-1	To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspections for the Second Theme Park	If the proposed runoff will be discharging at or below area historic levels, and consistent with area historic patterns, The Disneyland Resort tributary to the Katella Avenue drainage basin will not be required to implement drainage main line infrastructure improvements. Detention/retention facilities of storm runoff may be considered in the final design phase of the overall public system; however, such proposed detention/retention facilities must have maintenance guarantees and would be required to meet strict design criteria so that they may function properly in multi-year storm design frequencies.	Public Works Department, Design Division	
PDF 3.10.8-2	To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspections for the Second Theme Park	Due to the proposed relocation of the portion of Cerritos Avenue between Walnut Street and West Street/Disneyland Drive, the existing storm drain lines in this part of Cerritos Avenue will be abandoned. As part of the reconstruction of Cerritos Avenue, a new storm drain line will be installed from West Street/Disneyland Drive within the new right-of-way to Walnut Street, and then in existing right-of-way along Walnut Street and Cerritos Avenue to the ABC Channel.	Public Works Department, Design Division	
PDF 3.10.8-3	To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspection for the Second Theme Park	Due to the lowering of a portion of West Street/Disneyland Drive, a new storm drain line with a pump system shall be constructed to pump water from the sump area to the proposed Cerritos Avenue storm drain line.	Public Works Department, Design Division	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
PDF 3.10.8-4	To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspection for the Second Theme Park	Storm drain laterals are required as part of normal street construction and are listed as follows: New storm drain laterals will be constructed in West Street/Disneyland Drive north of Katella Avenue to drain runoff to Katella Avenue; in West Street/Disneyland Drive north of the realigned Cerritos Avenue to drain runoff to Cerritos Avenue; and, in Walnut Street north of existing Cerritos Avenue; and in Walnut Street north of Katella Avenue to drain runoff to Katella Avenue. All will be designed in compliance with the Master Plan of Drainage for the South Central City Area.	Public Works Department, Design Division	
PUBLIC SERVICE AND UTILITIES - ELECTRICITY				
MM 3.10.9-1	Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.10.9-2	Prior to Issuance of Each Building Permit	The property owner/developer shall submit plans showing that each of the project's buildings will comply with the State Energy Conservation Standards for New Residential and Nonresidential Buildings (Title 24, Part 6, Article 2, California Code of Regulations).	Utilities Department, Resource Efficiency Section	
MM 3.10.9-3	Prior to issuance of the first Building Permit for Phases II and III	The applicant shall enter into an agreement with the City of Anaheim to address the need, timing and financial responsibility for improvements required to serve the increase in electrical demand associated with development of the Disneyland Resort project. Pursuant to this agreement, the applicant shall provide demand projections to the City based on the applicant's development plans. When warranted by demand projections of the project, the applicant shall construct or cause to be constructed a maximum 100 MVA substation and associated facilities on the Disneyland Resort property to accommodate the increased demand. This requirement will not be necessary until the demand from the project of the existing and new Disneyland Resort project exceeds 45 MVA. The substation site shall comply with all City requirements for the necessary	Utilities Department, Electrical Engineering Division, City Attorney's Office	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
		<p>installation and maintenance within or crossing rights-of-way.</p> <p>The applicant shall enter into the agreement with the City (dated March 18, 1997) to meet the increased electrical demands for opening day (June 30, 2001) of The Disneyland Resort.</p> <p><i>(Note: Environmental equivalency approved on 4/28/98 to reference the approved agreement between the City and the Walt Disney World Company. The 3/18/97 City Council staff report indicated that MMP No. 0067 identified the need to construct a 69kV electric substation on Disney's property as a mitigation measure to address the impact of the Project on the City's electric system. Staff determined that service can be provided through the City's 12kV system, thereby, eliminating the need for the substation.)</i></p>		
MM 3.10.9-4	Prior to Issuance of Building Permit for the undergrounding of the SCE 220kV Electrical Lines	<p>If the SCE 220kV electrical lines are to be undergrounded, then a leak response/safety plan shall be submitted for review and approval and will include, at a minimum, the following information:</p> <ul style="list-style-type: none"> a. Leak and spill procedure b. Location of absorbent materials and containers c. Storage and handling procedures d. First aid measures <p>The plan shall outline the procedures for responding to a leak or other events identified by the Fire Department.</p>	Fire Department	
PDF 3.10.9-1	Prior to Final Building and Zoning Inspection for the Second Theme Park	The Southern California Edison transmission lines that cross the existing Disneyland South Parking Lot will be relocated, with the 66kV lines undergrounded and the 220KV lines in an aerial configuration.	Planning Department, Planning Division	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
PDF 3.10.9-1a	Prior to Final Building and Zoning Inspection for the Second Theme Park	Coordinate with the Southern California Edison Company for the relocation of the 220 kV lines and 66kV lines presently crossing the existing Disneyland theme park parking lot.	Planning Department, Planning Division	
PDF 3.10.9-2	Prior to Issuance of Each Building Permit; to be Implemented Prior to Each Final Building and Zoning Inspection	<p>In order to conserve energy, the Disneyland Resort shall implement numerous energy saving practices in compliance with Title 10, which may include the following:</p> <ul style="list-style-type: none"> • Consultation with the City energy-conservation experts for assistance with energy-conservation design features. • Use of high-efficiency air conditioning systems controlled by a computerized management system including features such as a variable air volume system, a 100-percent outdoor air economizer cycle, sequential operation of air conditioning equipment in accordance with building demands, isolation of air conditioning to any selected floor or floors. • Use of electric motors designed to conserve energy. • Use of special lighting fixtures such as motion sensing lightswitch devices and compact fluorescent fixtures in place of incandescent lights. • Use of T8 lamps and electronic ballasts. Metal halide or high-pressure sodium for outdoor lighting and parking lots. 	Utilities Department, Electrical Services	
PDF 3.10.9-3	At Time That Relocated 220 kV Transmission Lines Are Placed in Service	The 220KV transmission lines will use cross-phasing and/or use other reasonable methods agreed to by SCE in the aerial alignment to minimize EMF levels.	The Planning Department, Planning Division	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
PUBLIC SERVICE AND UTILITIES - NATURAL GAS				
MM 3.10.10-1	Prior to Issuance of Each Building Permit	The property owner/developer shall submit plans which shall ensure that buildings are in conformance with the State Energy Conservation Standards for nonresidential building (Title 24, Part 6, Article 2, California Administrative Code).	Utilities Department, Energy Services	
MM 3.10.10-2	Prior to Approval of Each Final Building and Zoning Inspection	The Southern California Gas Company has developed several programs which are intended to assist in the selection of most energy-efficient water heaters and furnaces. The property owner/developer shall implement a program, as required, to reduce the demand on natural gas supplies.	Planning Department, Building Division	
PUBLIC SERVICE AND UTILITIES --TELEVISION				
MM 3.10.12-1	Prior to Issuance of First Building Permit; and, 6 Months After Topping Out for Phase II and Phase III of the Disneyland Resort	Excluding the Disneyland Administration Building, a pre-project study of area television reception shall be undertaken by the applicant to determine baseline conditions. After topping out for Phase II and Phase III of the Disneyland Resort, a followup study of area television reception shall be undertaken immediately by the applicant. If the City of Anaheim determines that the proposed project creates a significant impact on broadcast television reception at local residences, a signal booster or relay system shall be installed on the roof of the tallest project building to restore broadcast television reception to its original condition as soon as practicable.	Planning Department, Planning Division	
HAZARDOUS MATERIALS				
MM 3.11-1	Varies	The applicant shall implement the project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
MM 3.11-2	Prior to Approval of the First Grading Plan or Issuance of the First Demolition Permit, Whichever Occurs First, for Each Phase	Investigation for the presence of cryptic tanks using geophysical methods shall be conducted in the subject area for the property owner/developer by a qualified environmental professional in the areas of former service stations and those areas known or thought to have been formerly occupied by USTs and where tank removal has not been verified prior to excavation or grading in these areas. Soil sampling or a soil organic vapor survey may be required if soil sampling results are not available or indicate contamination is present above regulatory guidelines. If warranted, subsurface investigation and sampling shall be undertaken in these areas, and appropriate remediation measures developed, if necessary, before demolition, excavation, or grading takes place in these areas.	Orange County Health Department; Fire Department, Environmental Protection Section	
MM 3.11-3	Prior to Removal of Underground Tanks; and, During Removal of Underground Tanks	A permit shall be obtained for removal of underground tanks by the property owner/developer. During removal of the underground storage tank, a representative from the Environmental Protection Section shall be onsite to direct soil sampling.	Orange County Health Department; Fire Department, Environmental Protection Section	
MM 3.11-4	Ongoing During Remediation	Remediation activities conducted on behalf of the property owner/developer of surface or subsurface contamination not related to USTs shall be overseen by the Orange County Health Department. Information on subsurface contamination from an underground storage tank shall be provided to the Fire Department. <i>(Note: Mitigation measure references "Fire Department." This was changed prior to 3/98 to Public Utilities Department, Water Services Administration, Environmental Services inasmuch as the Public Utilities Department now oversees UST and subsurface contamination remediation).</i>	Orange County Health Department; Fire Department, Environmental Protection Section Public Utilities Department, Water Services Administration, Environmental Services,	
MM 3.11-5	Prior to Approval of the First Grading Plan or Issuance of the First Phase I Demolition Permit, Whichever Occurs First	The property owner/developer will submit a plan which details procedures that will be taken if a previously unknown UST or other unknown hazardous materials or waste is discovered onsite.	Orange County Health Department; Fire Department, Environmental Protection Section	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
MM 3.11-6	Prior to Approval of Grading Plan for the Miller Tools/ Mobile Brake Site	A site reconnaissance survey of the Miller Tools/Mobile Brake building shall be conducted by a qualified environmental professional for the property owner/developer to assess any potential presence of hazardous materials at this facility. Where possible, interviews with property owners and/or company representatives shall be conducted to obtain information on the hazardous material usage histories and handling practices of the sites and, if available, copies of contaminant investigation reports shall be reviewed to evaluate the presence and level of hazardous substances in the soil at each property. The results of this investigation shall be submitted to the Orange County Health Department for review and approval. If warranted, subsurface investigation and sampling shall be undertaken by a qualified environmental professional in coordination with the Orange County Health Department. Appropriate remediation measures will be developed, if necessary, before demolition, excavation, or grading take place in these areas.	Orange County Health Department; Fire Department, Environmental Protection Section	
MM 3.11-7	Prior to Approval of Grading Plan or Issuance of Demolition Permit, Whichever Occurs First	A qualified environmental consultant shall attempt to contact the current and/or known former owners of the following on behalf of a property owner/developer within the C-R Overlay Area; the 7-11 convenience store and the vacant parcels at 1340 S. West Street/Disneyland Drive and 321 West Katella Avenue to obtain information regarding the status of underground tanks and/or tank closures at these sites. If necessary, subsurface investigation and sampling shall be undertaken by a qualified environmental professional. Results of those analyses shall be submitted to the Fire Department for review and approval. The following properties have completed this measure as of July 1996: Katella Car Wash, 350 W. Katella Avenue; the Shell Service Station, 2100 S. Harbor Boulevard; National Car Rental.	Fire Department, Environmental Protection Section	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
MM 3.11-8	Prior to Relocation of Transformers Within Non- Disney-Controlled Properties or City-Owned Transformers Within the Specific Plan Area That May Contain PCBs Which Are Being Moved or Relocated as Part of Project Development,	The transformers shall be tested by the property owner/developer for PCBs.	Utilities Department, Electric Services	
MM 3.11-9	Prior to Approval of Grading Plan or Issuance of Excavation Permit	For the northern portion of the West Street/Disneyland Drive strawberry farm (pumphouse area), the small remaining amount of shallow soil affected by lubricating oil shall be handled and disposed of according to all applicable local, state, and federal laws and regulations.	Orange County Health Department; Fire Department, Environmental Protection Section	
MM 3.11-10	Prior to Approval of Grading Plan or Issuance of Excavation Permit	Several representative samples of shallow soils shall be collected and analyzed by the property owner/developer for pesticide and herbicide residue in the West Street/Disneyland Drive agricultural area and the S&S Nurseries area. If soils containing pesticides or herbicides above regulated limits are found, remedial actions shall be carried out before disturbance of the soils. Remedial actions should consist of removal and disposal or treatment of affected soils according to all applicable local, state, and federal regulations.	Orange County Health Department; Fire Department, Environmental Protection Section; Orange County Agriculture Department	
PDF 3.11-1*	Ongoing During Project Operation	The current compliance efforts for hazardous materials utilized at the existing Disneyland theme park and Disneyland Hotel described under Section 3.11.1.1, shall be expanded to encompass the Disneyland Resort to ensure compliance with applicable laws and regulations.	Fire Department	

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	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
VISUAL RESOURCES AND AESTHETICS				
MM 3.12-1	Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.12-2	Prior to Issuance of Each Building Permit; to be Implemented Prior to Final Building and Zoning Inspections	The property owner/developer shall submit plans which illustrate that all mechanical equipment and trash areas for the subject buildings will be screened from adjacent public streets and adjacent residential areas.	Planning Department, Planning Division	
MM 3.12-3	<p>Prior to issuance of Each Building Permit</p> <p>With the exception of the West Parking Facility and Exclusive of the Theme Parks including the Retail/Entertainment Component, Prior to Issuance of Each Building Permit (for non-Setback Realm Areas); Prior to approval of Final Site Plan (for Setback Realm Areas)</p> <p>For the West Parking Facility: prior to approval of initial building permits for interim condition of a portion of the West Parking Area (for the final landscape plans for the Walnut Street Setback area and for the area adjacent to</p>	<p>The property owner/developer shall submit a landscape and irrigation plan for areas outside of the theme parks. This plan shall be prepared by a licensed landscape architect. The landscape plan shall include a phasing plan for the installation and maintenance of landscaping associated with that building permit.</p> <p><i>(Note:</i></p> <p><i>Prior to 10/97, environmental equivalent approved which clarifies the timing relative to the Setback Realm Areas and non-Setback Realm Areas and its inapplicability to the theme parks including the retail/entertainment component. It should be noted that this measure will apply to and be monitored with the ultimate landscaping only and not with any interim landscaping condition.</i></p> <p><i>On 10/8/97, environmental equivalent approved to clarify the timing for the West Parking Facility as the SP-4 portion of the West Parking Area will first be developed to accommodate surface parking in an interim condition only. Implementation of this measure for all of the West Parking Area would require substantial portions of the landscaping to be removed in order to implement plans for the ultimate condition of the West Parking Area.)</i></p>	Planning Department, Planning Division	

THE DISNEYLAND RESORT SPECIFIC PLAN

	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
	<p>the Walnut Street soundwall in the private realm); and prior to approval of building permits for the ultimate condition of the West Parking Area (for the final landscape plans for West Street/ Disneyland Drive setback landscape, Cerritos Ave. setback landscape, landscaping at entrance to hotels and landscaping interior to hotel and RD&E parking).</p>			
MM 3.12-4	<p>Prior to Issuance of Each Building Permit for Each Parking Facility Along Walnut Street; to be Implemented Prior to Each Final Building and Zoning Inspection</p>	<p>The property owner/developer shall submit plans which detail the lighting system for the parking facilities along Walnut Street. The systems shall be designed and maintained in such a manner as to conceal light sources to the extent feasible to minimize light spillage and glare to the adjacent uses. The plans shall be prepared and signed by a licensed electrical engineer, with a letter from the engineer stating that, in the opinion of the engineer, this requirement has been met.</p>	<p>Planning Department, Planning Division</p>	
MM 3.10.7-3 MM 3.12-5	<p>Prior to Final Building and Zoning Inspection for the Disneyland Resort</p>	<p>The applicant shall participate in a landscape assessment and maintenance district, if one is established for the Anaheim Resort.</p>	<p>City Attorney's Office</p>	

THE DISNEYLAND RESORT SPECIFIC PLAN

	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
PDF 3.12-1	Prior to Approval of Final Site Plan or Issuance of Each Building Permit, Whichever Occurs First	<p>The proposed Specific Plan incorporates design guidelines as well as zoning and development standards, many of which have been designed to reduce the potential visual impacts of the project and to present a visually integrated resort area, including:</p> <ul style="list-style-type: none"> • The Disneyland Resort Specific Plan provides for heavily landscaped streetscapes and gives the guidelines for trees and shrubs, light fixtures, benches, monuments, and signs located within the landscaped area. • The East and West Parking Areas and the hotel parking facilities will have landscaped setbacks from the public right-of-way and are restricted in height. • Rights-of-way will be landscaped to add to the aesthetics of the area. • The landscape treatments will vary to create distinct places visually. • The West Parking Area and hotel parking facilities will be terraced back from Walnut Street with landscaping treatments above 40 feet. In addition, canopy trees will be planted in a center median on Walnut Street, and the parkway along the street will be landscaped. • A coordinated color theme for major street features will be incorporated into the design. • The service areas and back-of-house areas will be screened from public view. • All rooftop equipment on buildings will be screened as per the Specific Plan. • A layered landscape treatment in the setback realm will provide screening of a 9-14 feet in height sound wall adjacent to the Southwest Parking Area. 	Planning Department, Planning Division; Community Services Department, Parks Division	

THE DISNEYLAND RESORT SPECIFIC PLAN

	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
CULTURAL RESOURCES				
MM 3.13-1	Prior to Approval of Each Grading Plan	<p>The property owner/developer shall submit a letter identifying the certified archaeologist that has been hired to ensure that the following actions are implemented:</p> <ul style="list-style-type: none"> a. The archaeologist must be present at the pregrading 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. 	Public Works Department, Development Services Division	
MM 3.13-2	Prior to Approval of Each Grading Plan	<p>The property owner/developer shall submit a letter identifying the certified paleontologist that has been hired to ensure that the following actions are implemented:</p> <ul style="list-style-type: none"> a. The paleontologist must be present at the pregrading conference in order to establish procedures to temporarily halt or redirect work to permit the 	Public Works Department, Development Services Division	

THE DISNEYLAND RESORT SPECIFIC PLAN

	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
		<p>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.</p> <p>b. Specimens that are collected prior to or during the grading process will be donated to an appropriate educational research institution.</p> <p>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.</p> <p>d. A final report detailing the findings and disposition of the specimens shall be submitted. Upon completion of the grading, the paleontologist shall notify the City as to when the final report will be submitted.</p>		
ENERGY				
MM 3.14-1	Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.14-2	Prior to Issuance of Each Building Permit	The property owner/developer shall demonstrate on plans that fuel-efficient models of gas-powered building equipment have been incorporated into the proposed project to the extent feasible.	Planning Department, Building Division	

THE DISNEYLAND RESORT SPECIFIC PLAN

	TIMING	MEASURE	RESPONSIBLE FOR MONITORING	COMPLETION
PDF 3.14-1*	Prior to Final Building and Zoning Inspection for the Second Theme Park; and, Ongoing During Project Operation	<p>The project shall be developed in conformance with The Disneyland Resort Specific Plan and shall offer a broad diversity of theme park, retail, dining and entertainment experiences which will enhance the destination resort character of The Disneyland Resort. As a result, many visitors will extend their length of stay; thus, incremental vehicular trips to and from the site are expected to be reduced.</p> <p><i>(Note: Environmental equivalent approved prior to 3/98 which eliminated the requirement for monitoring this feature on an ongoing basis during project operation in that the approval of the various project components will constitute satisfaction of the feature).</i></p>	Planning Department, Planning Division	
PDF 3.14-2	Prior to Issuance of Each Building Permit for Public Day-Use Parking Facilities	The public parking facilities, which may be used for theme park guest parking, shall be designed in accordance with the speed parking procedures set forth in Section 7.0, Zoning and Development Standards, of the Specific Plan which will assist in reducing vehicular fuel from idling engines.	Public Works Department, Traffic and Transportation Division	

**TABLE 3.3-16
SECOND THEME PARK MITIGATION PLAN**

LOCATION	DESCRIPTION OF IMPROVEMENT	
<p>I. <u>Project Design Features</u></p> <p>A. Streets</p> <p>West Street</p> <p>West Street (Katella Avenue to Ball Road)</p> <p>Freedman Way (Harbor Boulevard to Clementine Street: Clementine Street to I-5)</p> <p>Clementine Street (Freedman Way to Katella Avenue)</p> <p>Walnut Street (Adjacent to strawberry field and median from Katella Avenue to Ball Road)</p> <p>Cerritos Avenue (Walnut to West)</p> <p>B. Intersections</p> <p>Ball Road/West Street/Disneyland Drive</p> <p>Harbor Boulevard/Freedman Way</p> <p>Anaheim Boulevard/Freedman Way</p> <p>Clementine Street/Freedman Way</p> <p>Walnut Street/Cerritos Avenue (N)</p> <p>Walnut Street/Cerritos Avenue (S)</p>	<p>Ball Road Overcrossing</p> <p>Realignment and reconstruction</p> <p>Widening</p> <p>Widening</p> <p>Widening</p> <p>Realignment and reconstruction</p> <p>Complete redesign</p> <p>Complete redesign</p> <p>Add 3rd through eastbound and westbound, 2nd left-turn eastbound</p> <p>3rd through eastbound and westbound, left-turn eastbound and westbound, remove right-turn northbound, and left turn southbound, 2nd through northbound and southbound</p> <p>Realign</p> <p>Reconfigure</p>	
<p>II. <u>Mitigation Measures</u></p> <p>Anaheim Boulevard/Ball Road</p> <p>Euclid Street/Ball Road</p> <p>Harbor Boulevard/Chapman Avenue</p> <p>Walnut Street/Ball Road</p>	<p align="center">Baseline</p> <p>Add 2nd left-tum northbound, southbound</p> <p>Add 2nd left-tum northbound, southbound</p> <p>Add 2nd left-tum eastbound and westbound, remove right-tum eastbound and westbound</p> <p>Add eastbound through</p>	<p align="center">Project</p> <p>Add right-tum westbound</p> <p>Add 2nd left-tum eastbound, and westbound, remove right-tum eastbound</p> <p>Add 2nd left-tum northbound and southbound, remove right-tum southbound</p>

**TABLE 3.3-16
SECOND THEME PARK MITIGATION PLAN**

LOCATION	DESCRIPTION OF IMPROVEMENT
<p>III. <u>Katella Avenue Smart Street</u></p> <p>Katella Avenue/West Street/Disneyland Drive</p> <p>Euclid Street/Katella Avenue</p> <p>Harbor Boulevard/Katella Avenue</p> <p>Anaheim Blvd./Haster Street/Katella Avenue</p>	<p>Add right-turn westbound</p> <p>Add 2nd left-turn eastbound, westbound</p> <p>Add right-turn southbound</p> <p>Add right-turn eastbound and westbound</p>
<p>IV. <u>I-5 Improvements</u></p> <p>I-5 Southbound at West Street</p>	<p>Mixed-flow off-ramp</p>
<p>V. <u>The Disneyland Administration Building Mitigation Plan</u></p> <p>Anaheim Boulevard/Ball Road</p> <p>West Street (N)/Ball Road</p> <p>Ball Road/DLAB Driveway</p>	<p>Add a westbound right-turn lane</p> <p>Restripe/redesign the existing westbound right-turn lane to a shared right-through lane</p> <p>Redesign the westbound left-turn lane to provide 150 feet of dual lane storage or 250 feet of single lane storage and the eastbound right-turn lane to provide 250 feet of storage</p> <p>Redesign the DLAB entrance driveway to provide three inbound lanes and a minimum of two outbound lanes, with its own parking entrance gate at approximately 150 feet south of the intersection</p>
<p>VI. <u>South Parking Area</u></p> <p>Clementine Street/Katella Avenue</p> <p>Haster Street, south of Katella Avenue</p>	<p>South half-width of six lane arterial adjacent to applicant-owned property plus eastbound right-turn only; dual left-turn lanes eastbound and westbound</p> <p>West half-width of ultimate six lane arterial south of Katella Avenue to the southern property line of the South Parking Area, plus 150 foot right-turn only lane to right-in only driveway at South Parking Area access</p> <p>Further improvements, if necessary, to maintain Clementine Street/Katella Avenue intersection at not worse than LOS D shall be constructed to the satisfaction of the City Engineer</p>

- a. Refer to Section 3.3.3, Project Design Features, for a more detailed description.
- b. Eligible Katella Smart Street improvements are scheduled to be funded from Measure M.
- c. Currently proposed as part of I-5 widening project.
- d. Ultimate right-of-way and improvements details will be coordinated with the applicant and will be set forth in the final improvement plans to the satisfaction of the City Engineer.

Anaheim Resort Specific Plan

**AMENDMENT NO. 14 TO THE ANAHEIM RESORT SPECIFIC PLAN
UPDATED AND MODIFIED MITIGATION MONITORING PROGRAM NO. 85C**

Terms and Definitions

1. **Property Owner/Developer** – Any owner or developer of real property within the Anaheim Report Specific Plan Area.
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 and Building 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.

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
AESTHETICS				
MM 5.1-1	Prior to final site plan approval	Prior to final site plan approval, the property owner/developer shall submit a shade and shadow analysis to the Planning and Building Department for review and approval demonstrating that the proposed structure(s) would avoid creating significant shade and shadow impacts on adjacent land uses to the maximum extent feasible. A significant shade and shadow impact would occur when outdoor active areas (e.g., outdoor eating areas, hotel/motel swimming pools, and residential front and back yards) or structures that include sensitive uses (e.g., residences) have windows that normally receive sunlight are covered by shadows for more than 50 percent of the sunlight hours.	Planning and Building Department	
MM 5.1-2	Prior to issuance of building permits	Prior to issuance of building permits, all plumbing or other similar pipes and fixtures located on the exterior of the building shall be shown on plans as fully screened from view of adjacent public rights-of-way and from adjacent properties by architectural devices and/or appropriate building materials. A note indicating that these improvements will be installed prior to final building and zoning inspections shall be specifically shown on the plans submitted for building permits.	Planning and Building Department	
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 and Building Department	
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.	Planning and Building Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
MM 5.1-5	Prior to final building and zoning inspections	Prior to final building and zoning inspections, private streets within the Anaheim Resort Specific Plan area shall have street lights installed which are compatible with the design standards used for the public streets as determined by the Public Utilities Department.	Public Utilities Department	
MM 5.1-6	Prior to final building and zoning inspections	Prior to final building and zoning inspections, root and sidewalk barriers shall be provided for trees within seven feet of public sidewalks.	Planning and Building Department	
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 and Building Department	
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 and Building Department	
MM 5.1-9	Ongoing	Ongoing, any tree planted within the Setback Realm shall be replaced in a timely manner in the event that it is removed, damaged, diseased and/or dead.	Planning and Building Department	
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 and Building Department	
MM 5.1-11	Prior to issuance of each building permits	Prior to issuance of each building permits, unless records indicate previous payment, a fee for street tree purposes shall be paid or cause to be paid to the City of Anaheim based on the length of street frontage in an amount as established by City Council resolution or credit against the fee given for City authorized improvements installed by the property owner/developer.	Planning and Building Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
MM 5.1-12	Prior to issuance of each building permit	Prior to issuance of each building permit, all air conditioning facilities and other roof and ground-mounted equipment shall be shown on plans as shielded from public view and the sound buffered to comply with City of Anaheim noise ordinances from any adjacent residential or transient-occupied properties. A note indicating that these improvements shall be installed prior to final building and zoning inspections shall be specifically shown on the plans submitted for building permits.	Planning and Building Department	
MM 5.1-13	Prior to Final Site Plan approval	Prior to Final Site Plan approval, plans shall show that the rear elevations of buildings visible from off-site areas shall be architecturally accented to portray a finished look.	Planning and Building Department	
MM 5.1-14	Prior to Final Site Plan approval	Prior to Final Site Plan approval, plans shall show that no shuttle/bus/vehicular drop-off areas shall be permitted in hotel/motel or vacation resort front setback area.	Planning and Building Department	
AIR QUALITY				
MM 5.2-1	Ongoing during project operation	Ongoing during project operation, the property owner/developer shall implement measures to reduce emissions to the extent practical, schedule goods movements for off-peak traffic hours, and use clean fuel for vehicles and other equipment, as practicable.	Planning and Building Department	
MM 5.2-2	Prior to the issuance of each building permit	Prior to the issuance of each building permit, the property owner/developer shall submit evidence that low emission paints and coatings are utilized in the design and construction of buildings, in compliance with SCAQMD regulations. The information shall be denoted on the project plans and specifications. The property owner/developer shall submit an architectural coating schedule and calculations demonstrating that VOC emissions from architectural coating operations would not exceed 75 pounds per day averaged over biweekly periods. The calculations shall show, for each coating, the surface area to be coated, gallons (or liters) of coating per unit surface area, and VOC content per gallon (or liter). The property owner/developer shall also implement the following to limit emissions from architectural coatings and asphalt usage:	Planning and Building Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
		<ul style="list-style-type: none"> a. Use non-solvent-based coatings on buildings, wherever appropriate; b. Use solvent-based coatings, where they are necessary. 		
MM 5.2-3	Ongoing during construction	<p>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:</p> <ul style="list-style-type: none"> 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. 	Planning and Building Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
		<ul style="list-style-type: none"> 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)	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 the project site.	Planning and Building Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
MM 5.2-5	Prior to the issuance of each building permit	Prior to the issuance of each building permit, the property owner/developer shall comply with all SCAQMD offset regulations and implementation of Best Available Control Technology (BACT) and Best Available Retrofit Control Technology (BARCT) for any new or modified stationary source. Copies of permits shall be given to the Planning and Building Department.	Planning and Building Department	
MM 5.2-6	Prior to the issuance of each building permit	<p>Prior to the issuance of each building permit, 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:</p> <ul style="list-style-type: none"> 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. 	Planning and Building Department	
MM 5.2-7	Prior to issuance of the first building permit	Prior to issuance of the first building permit, the property owner/developer shall submit a human health risk assessment (HRA) for any proposed sensitive land uses (according to SCAQMD standards at that time) to be located within 500 feet of the near edge of the I-5 freeway unless it is demonstrated that the health risks have been determined to be acceptable according to the standards of the SCAQMD at the time of building permit application.	Planning and Building Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
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 and Building 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.	Planning and Building Department	
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 and Building 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 and Building Department	
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: 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	Planning and Building Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
		<p>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.</p> <ul style="list-style-type: none"> 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	<p>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:</p> <ul style="list-style-type: none"> 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 	Planning and Building Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
		present, grading shall be diverted around the area until the monitor can survey the area.		
MM 5.4-3	Prior to approval of a final site plan for properties that contain a structure over 45 years old	Prior to approval of a final site plan for properties that contain a structure over 45 years old, property owners/developers shall submit to the Planning and Building Department, Planning Services Division, documentation to verify the presence/absence of historic resources. On properties where resources are identified, such documentation shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified specialist.	Planning and Building Department	
GEOLOGY AND SOILS				
MM 5.5-1	Prior to issuance of each building permit	Prior to issuance of each building permit, the property owner/developer shall submit to the Planning and Building Department, Building Services Division for review and approval, detailed foundation design information for the subject building(s), prepared by a civil engineer, based on recommendations by a geotechnical engineer.	Planning and Building Department	
MM 5.5-2	Prior to issuance of each foundation permit	Prior to issuance of each foundation permit, the property owner/developer shall submit a report prepared by a geotechnical engineer to the Planning and Building Department, Building Services Division for review and approval, which shall investigate the subject foundation excavations to determine if soft layers are present immediately beneath the footing site and to ensure that compressibility does not underlie the footing.	Planning and Building Department	
MM 5.5-3	Prior to issuance of each building permit	Prior to issuance of each building permit, the property owner/developer shall submit plans to the Planning Department, Building Services Division for review and approval showing that the proposed structure has been analyzed for earthquake loading and designed according to the most recent seismic standards in the California Building Code adopted by the City of Anaheim.	Planning and Building Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
MM 5.5-4	Prior to the final building and zoning inspection for a hotel/motel	Prior to the final building and zoning inspection for a hotel/motel, the property owner/developer shall submit an earthquake emergency response plan for review and approval by the Fire Department. The plan shall require posted notices in all hotel rooms on earthquake safety procedures and incorporate ongoing earthquake training for hotel staff to the satisfaction of the Fire Department.	Fire Department	
MM 5.5-5	Ongoing during grading activities	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	
MM 5.5-6	Prior to issuance of building or grading permits	Prior to issuance of building or grading permits, the property owner/developer shall submit to the Planning and Building Department, Building Services Division 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.	Planning and Building Department	
HAZARDS AND HAZARDOUS MATERIALS				
MM 5.7-1	Prior to issuance of the first grading or demolition permit, whichever occurs first	<p>Prior to issuance of the first grading or demolition permit, whichever occurs first, in areas of former service stations, in areas known or thought to have been previously occupied by USTs, and in areas where tank removal has not been verified prior to excavation or grading the property owner/developer shall retain the services of a qualified environmental professional to conduct an investigation for known, or the presence of, cryptic tanks, using geophysical methods.</p> <p>Soil sampling or a soil organic vapor survey may be required if soil sampling results are not available, or indicate contamination is present above regulatory guidelines. If warranted, subsurface investigation and sampling shall be undertaken in these areas, and appropriate remediation measures developed, if necessary, before demolition, excavation, or grading takes place in these areas.</p>	Fire Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
MM 5.7-2	Prior to the removal of USTs	Prior to the removal of USTs, the property owner/developer shall obtain a permit from the Environmental Protection Hazardous Materials Management Section of the Fire Department for the removal of such tanks. During the removal of USTs, a representative from the Environmental Protection Section of the Fire Department shall be onsite to direct soil sampling.	Fire Department	
MM 5.7-3	Ongoing during remediation all remediation activities of surface or subsurface contamination not related to USTs	Ongoing during remediation all remediation activities of surface or subsurface contamination not related to USTs, conducted on behalf of the property owner/developer, shall be overseen by the Orange County Health Care Agency (OCHCA). Information on subsurface contamination from USTs shall be provided to the Public Utilities Department, Environmental Services Division Santa Ana Regional Water Quality Control Board (SARWQCB) with a copy to Planning & Building. Note: Per a memo dated October 22, 2014 from the Public Utilities Department, as of July 1, 2014, the Environmental Services Division of the Public Utilities Department is no longer responsible for overseeing the cleanup of new UST cases, and the responsibility has been delegated to the Santa Ana Regional Water Quality Control Board (SARWQCB). However, the Anaheim Fire Department will still be responsible for overseeing the removal of USTs. (amended February 26, 2015).	Fire Department Public Utilities Department Planning & Building	
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 by the Fire Department which details procedures that will be taken if previously unknown USTs, or other unknown hazardous material or waste, is discovered onsite.	Fire Department	
MM 5.7-5	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 for future developments within the Anaheim Resort Specific Plan area affecting any property on a published list of leaking underground storage tanks (LUST) that has not been officially closed or resolved, a qualified environmental professional, retained by the property owner/developer, shall attempt to contact the current and/or known former property/business owners	Fire Department Public Utilities Department Planning & Building	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
		<p>to obtain information regarding the status of USTs and/or tank closures at these sites. If warranted, subsurface investigation and sampling shall be undertaken by a qualified environmental professional, and results of these analyses shall be submitted to the Fire Department and the Environmental Services Division of the Public Utilities Department Santa Ana Regional Water Quality Control Board (SARWQCB), for review and approval. Appropriate remediation measures will be developed, if necessary, before demolition, excavation, or grading takes place in these areas. A copy of the approval letter with any appropriate remediation measures shall be submitted to Planning & Building.</p>		
MM 5.7-6	Ongoing during project demolition and construction	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.	Fire Department	
MM 5.7-7	Prior to issuance of any discretionary permit for a current or former hazardous waste disposal site or solid waste disposal site	Prior to issuance of any discretionary permit for a current or former hazardous waste disposal site or solid waste disposal site, the project property owner/developer shall submit a Phase I Environmental Site Assessment to the City. If possible hazardous materials are identified during the site assessments, the appropriate response/remedial measures will be implemented in accordance with the requirements of the Orange County Health Care Agency (OCHCA) and/or the Regional Water Quality Control Board (RWQCB), as appropriate.	Fire Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
HYDROLOGY AND WATER QUALITY				
MM 5.8-1	Prior to issuance of the first grading or building permit, whichever occurs first	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.	Public Works Department	
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 Stormwater 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	
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.	Planning and Building 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 and Building 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	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
MM 5.8-6	Prior to issuance of building permits	Prior to issuance of building 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.	Public Works Department	
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 and Building Department	
5.10-2	Prior to approval of each final site plan	Prior to approval of each final site plan, the property owner/developer shall submit a noise study prepared by a certified acoustical engineer to the satisfaction of the Building Division Manager identifying whether noise attenuation is required and defining the attenuation measures and specific performance requirements, if warranted, to comply with the Uniform Building Code and Sound Pressure Level Ordinance. Ultimate noise attenuation requirements, if any, shall depend on the final location of such buildings and noise-sensitive uses inside and surrounding the buildings. Attenuation measures shall be implemented by the property owner/developer prior to final building and zoning inspections.	Planning and Building Department	
5.10-3	Prior to issuance of each building permit	Prior to issuance of each building permit, for structures that are adjacent to noise-sensitive areas such as residences, the property owner/developer shall ensure that all mechanical ventilation units are shown on plans and installed in compliance with Sound Pressure Level Ordinance.	Planning and Building Department	
5.10-4	Prior to issuance of each building permit for a parking structure	Prior to issuance of each building permit for a parking structure, the property owner/developer shall ensure that noise from parking structures adjacent to residential areas will be reduced by the provision of convenient access to parking facilities, sound attenuation devices (louvers and walls), the use of textured deck surfaces to reduce tire squalling, and tiering a parking facility to provide greater distance to the receptor.	Planning and Building Department	
5.10-5	Prior to issuance of each building permit	Prior to issuance of each building 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	Planning and Building Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
		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.		
5.10-6	Ongoing during construction and project operation	Ongoing during construction and project operation, pressure washing operations for purposes of building repair and maintenance due to graffiti or other aesthetical considerations shall be limited to daytime hours of operation between 7:00 AM and 8:00 PM.	Planning and Building Department	
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 and Building Department	
5.10-8	Ongoing during construction	Ongoing during construction, property owners/developers shall pay for all reasonable costs associated with noise monitoring which shall include monitoring conducted by a certified acoustical engineer under the direction of the Planning and Building Department four times a year on a random basis to ensure that outdoor construction-related sound levels at any point on the exterior project boundary property line do not exceed 60 dBA between the hours of 7:00 PM and 7:00 AM of the following day where outside construction is occurring. If a complaint is received by the City, additional noise monitoring shall be conducted at the discretion of the City. If the monitoring finds that the 60 dBA threshold is being exceeded, construction activities will be modified immediately to bring the sound level below the 60 dBA requirement, with additional follow-up monitoring conducted to confirm compliance.	Planning and Building Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
5.10-9	Prior to issuance of each building permit	Prior to issuance of each building permit, the property owner/developer shall present plans and calculations to the Planning Department, Building Division to demonstrate that noise levels would be less than 65 dBA CNEL for outdoor use areas (including dining patios, pools, playgrounds, or outdoor gathering areas). This requirement can be accomplished through shielding areas behind buildings or the construction of a noise barrier.	Planning and Building Department	
5.10-10	Prior to issuance of each building permit	Prior to issuance of each building permit, the property owner/developer shall present plans and calculations to the Planning and Building Department, Building Division to demonstrate that noise levels from planned mechanical ventilation equipment, loading docks, trash compactors, and other proposed on-site noise sources are designed to meet the City's 60 dBA Sound Pressure Levels standard at the property line, and not create a noise increase greater than 5 dBA over existing ambient noise at the nearest noise sensitive receptor, whichever is more restrictive.	Planning and Building Department	
5.10-11	Prior to issuance of each building permit	Prior to issuance of each building 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 and Building Department	
5.10-12	Prior to issuance of each building permit if pile driving and blasting is anticipated during construction	Prior to issuance of each building permit if pile driving and blasting is anticipated during construction, a noise and vibration analysis must be prepared and submitted to the Planning and Building Department, Building Division, to assess and mitigate potential noise and vibration impacts related to these activities.	Planning and Building Department	
PUBLIC SERVICES				
5.12-1	Prior to the approval of each Final Site Plan and issuance of each building permit	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).	Police Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
5.12-2	Prior to the issuance of each building permit for a parking structure	Prior to the issuance of each building permit for a parking structure, the property owner/developer shall submit plans to the Police Department for review and approval indicating the provision of closed circuit television monitoring and recording or other substitute security measures as may be approved by the Police Department. Said measures shall be implemented prior to final building and zoning inspections.	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.	Police Department	
5.12-4	Prior to issuance of each building permit	Prior to issuance of each building 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.	Police Department	
5.12-5	Prior to commencement of structural framing on each parcel or lot	Prior to commencement of structural framing on each parcel or lot, onsite fire hydrants shall be installed and charged by the property owner/developer as required and approved by the Fire Department.	Fire 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.	Fire Department	
5.12-7	Prior to issuance of each building permit; to be implemented prior to the final building and zoning inspection	Prior to issuance of each building permit; to be implemented prior to the final building and zoning inspection, plans shall indicate that all buildings, exclusive of parking structures, shall have sprinklers installed by the property owner/developer in accordance with the Anaheim Municipal Code. Said sprinklers shall be installed prior to each final building and zoning inspection.	Fire Department	
5.12-8	Prior to issuance of each building permit	Prior to issuance of each building permit, plans shall be submitted to ensure that development is in accordance with the City of Anaheim Fire Department Standards, including: <ul style="list-style-type: none"> a. Overhead clearance shall not be less than 14 feet for the full width of 	Fire Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
		<p>access roads.</p> <p>b. Bridges and underground structures to be used for Fire Department access shall be designed to support Fire Department vehicles weighing 75,000 pounds.</p> <p>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.</p> <p>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 permit review. Hydrants are to be a maximum of 400 feet apart.</p> <p>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.</p>		
5.12-9	Prior to issuance of the first building permit	<p>Prior to issuance of the first building 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:</p> <p>a. One additional fire truck company.</p> <p>b. One additional paramedic company.</p> <p>c. Modifications to existing fire stations to accommodate the additional fire units, additional manpower, equipment and facilities.</p> <p>d. A vehicle equipped with specialty tools and equipment to enable the Fire Department to provide heavy search and rescue response capability.</p> <p>e. A medical triage vehicle/trailer, equipped with sufficient trauma</p>	Fire Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
		<p>dressings, medical supplies, stretchers, etc., to handle 1,000 injured persons, and an appropriate storage facility.</p> <p>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.</p> <p>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.</p>		
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.	Fire Department	
5.12-11	Prior to issuance of each building permit	Prior to issuance of each building 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.	Fire Department	
5.12-12	Prior to the approval of each Final Site Plan and prior to the issuance of each building permit	Prior to the approval of each Final Site Plan and prior to the issuance of each building permit, plans shall be reviewed and approved by the Fire Department as being in conformance with the Uniform Fire Code.	Fire Department	
5.12-13	Prior to the placement of building materials on a	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	Fire Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
	building site	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.		
5.12-14	Prior to approval of building plans	Prior to approval of building plans, 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.	Fire Department	
5.12-15	Prior to approval of on-site water plans	Prior to approval of on-site water plans, unless each commercial building is initially connected to separate fire services, an unsubordinated covenant satisfactory to the City Attorney’s Office shall be recorded prohibiting any individual sale of buildings until separate fire services are installed in the building(s) subject to the sale.	Fire Department	
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.	Fire Department	
5.12-17	Prior to issuance of each building permit	Prior to issuance of each building permit, the property owner/developer shall provide proof of compliance with Government Code Section 53080 (Schools).	Planning and Building Department	
5.12-18	Ongoing	Ongoing, the City will work cooperatively with school districts to identify opportunities for new schools and school expansion.	Planning and Building Department	
5.12-19	Prior to the issuance of a building permit	Prior to the issuance of a building permit, the property owner/developer shall comply with the <i>Anaheim Municipal Code</i> , Section 17.08.385, Public Library Facilities Services Areas – Payment of Fees Required.	Planning and Building Department	
TRANSPORTATION AND TRAFFIC				
5.14-1	Prior to approval of a Final Site Plan for any project forecast to generate 100 or	Prior to approval of a Final Site Plan for any project forecast to generate 100 or more peak hour trips, as determined by the City Traffic and Transportation Manager utilizing Anaheim Traffic Analysis Model Trip Generation Rates,	Public Works Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
	more peak hour trips	the property owner/developer shall prepare traffic improvement phasing analyses to identify when the improvements identified in this traffic analysis shall be designed and constructed.		
5.14-2	Prior to issuance of the first building permit for each building	Prior to issuance of the first building permit for each building, 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 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	
5.14-3	Prior to approval of the first final subdivision map or issuance of the first building permit, whichever occurs first	Prior to approval of the first final subdivision map or issuance of the first building permit, whichever occurs first, the property owner/developer shall irrevocably offer for dedication (with subordination of easements), including necessary construction easements, the ultimate arterial highway right(s)-of-way adjacent to their property as shown in the Circulation Element of the Anaheim General Plan.	Public Works Department	
5.14-4	Prior to the final building and zoning inspection Prior to issuance of the first building permit	Prior to the final building and zoning inspection Prior to issuance of the first building permit , the property owner shall join and financially participate in a clean fuel shuttle program such as the Anaheim Resort Transit Transportation (ART) system, and shall participate in the Anaheim Transportation Network (ATN) in conjunction with the on-going operation of the project. Proof of compliance with this requirement shall be submitted by the Anaheim Transportation Network to the City Traffic Engineer. The property owner shall also record a covenant on the property that requires participation in these programs ongoing during project operation. The form of the covenant shall be approved by the City Attorney's Office prior to recordation. Proof of compliance with this requirement shall be the submittal of a copy of the recorded covenant to the City Traffic Engineer.	Public Works Department	
5.14-5	Prior to the issuance of grading permits	Prior to the issuance of grading permits, the property owner/developer shall provide to the City of Anaheim Public Works Department a plan to	Public Works Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
		coordinate rideshare services for construction employees with the Anaheim Transportation Network (ATN) for review and a approval and shall implement ATN recommendations to the extent feasible.		
5.14-6	Prior to the issuance of each building permit for a hotel development that exceeds 100 rooms per gross acre within the Commercial Recreation District within the Convention Center Medium density category	Prior to the issuance of each building permit for a hotel development that exceeds 100 rooms per gross acre within the Commercial Recreation (C-R) District (Development Area 1) within the Convention Center (CC) Medium density category, the property owner shall record a covenant on the property requiring that ongoing during project implementation, the property owner/developer shall implement TDM measures sufficient to reduce the actual trip generation from the development to no more than the trips assumed by the City's traffic model. The form of the covenant shall be approved by the City Attorney's Office.	Public Works Department	
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	
5.14-8	Prior to the final building and zoning inspection Prior to issuance of the first building permit	Measure 5.14-8: Prior to the final building and zoning inspection Prior to issuance of the first building permit , the property owner shall record a covenant on the property requiring that ongoing during project implementation, the property owner/developer shall implement and administer a comprehensive Transportation Demand Management (TDM) program for all employees. The form of the covenant shall be approved by the City Attorney's Office and proof of compliance with this requirement shall be the submittal of a copy of the recorded covenant to the City Traffic Engineer. Objectives of the TDM program shall be: <ul style="list-style-type: none"> a. Increase ridesharing and use of alternative transportation modes by guests. b. Provide a menu of commute alternatives for employees to reduce project-generated trips. c. Conduct an annual commuter survey to ascertain trip generation, trip 	Public Works Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
		origin, and Average Vehicle Ridership.		
5.14-9	<p>Prior to the final building and zoning inspection Prior to issuance of the first building permit</p>	<p>Prior to the final building and zoning inspection Prior to issuance of the first building permit, the property owner/developer shall provide to the City of Anaheim Public Works Department, City Traffic Engineer, for review and approval a menu of TDM program strategies and elements for both existing and future employees' commute options, and incentives for hotel patrons' transportation options. These options may include, but are not limited to, the list below. The property owner shall also record a covenant on the property requiring that the approved TDM strategies and elements be implemented ongoing during project operation. The form of the covenant shall be approved by the City Attorney's Office prior to recordation and proof of compliance with this requirement shall be the submittal of a copy of the recorded covenant to the City Traffic Engineer.</p> <ol style="list-style-type: none"> a. On-site services. Provide, as feasible and permitted, on-site services such as the food, retail, and other services. b. Ridesharing. Develop a commuter listing of all employee members for the purpose of providing a "matching" of employees with other employees who live in the same geographic areas and who could rideshare. c. Vanpooling. Develop a commuter listing of all employees for the purpose of matching numbers of employees who live in geographic proximity to one another and could comprise a vanpool or participate in the existing vanpool programs. d. Transit Pass. Promote Orange County Transportation Authority (including commuter rail) passes through financial assistance and on-site sales to encourage employees to use the various transit and bus services from throughout the region. e. Shuttle Service. Generate a commuter listing of all employees living in proximity to the project, and offer a local shuttle program to encourage employees to travel to work by means other than the automobile. When 	Public Works Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
		<p>appropriate, event shuttle service shall also be made available for guests.</p> <p>f. Bicycling. Develop a Bicycling Program to offer a bicycling alternative to employees. Secure bicycle racks, lockers, and showers should be provided as part of this program. Maps of bicycle routes throughout the area should be provided to inform potential bicyclists of these options.</p> <p>g. Guaranteed Ride Home Program. Develop a program to provide employees who rideshare, or use transit or other means of commuting to work, with a prearranged ride home in a taxi, rental car, shuttle, or other vehicle, in the event of emergencies during the work shift.</p> <p>h. Target Reduction of Longest Commute Trip. Promote an incentive program for ridesharing and other alternative transportation modes to put highest priority on reduction of longest employee commute trips.</p> <p>i. Work Shifts. Stagger work shifts.</p> <p>j. Compressed Work Week. Develop a “compressed work week” program, which provides for fewer work days but longer daily shifts as an option for employees.</p> <p>k. Telecommuting. Explore the possibility of a “telecommuting” program that would link some employees via electronic means (e.g., computer with modem).</p> <p>l. Parking Management. Develop a parking management program that provides incentives to those who rideshare or use transit means other than single-occupant auto to travel to work.</p> <p>m. Access. Provide preferential access to high occupancy vehicles and shuttles.</p> <p>n. Financial Incentive for Ridesharing and/or Public Transit. Offer employees financial incentives for ridesharing or using public transportation. Currently, federal law provides tax-free status for up to</p>		

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
		<p>\$65 per month per employee contributions to employees who vanpool or use public transit including commuter rail and/or express bus pools.</p> <ul style="list-style-type: none"> o. Financial Incentive for Bicycling. Offer employees financial incentives for bicycling to work. p. Special “Premium” for the Participation and Promotion of Trip Reduction. Offer ticket/passes to special events, vacations, etc. to employees who recruit other employees for vanpool, carpool, or other trip reduction programs. q. Incentive Programs. Design incentive programs for carpooling and other alternative transportation modes so as to put highest priority on reduction of longest commute trips. 		
5.14-10	Prior to approval of each tentative tract or parcel map	<p>Prior to approval of each tentative tract or parcel map, the following Street Design Elements shall be shown on each tentative tract or parcel map:</p> <ul style="list-style-type: none"> a. Street cross-sections, including dimensions, labels, circulation designation (i.e., Resort Secondary) and whether public or private. b. Street grades and vertical alignment. c. Horizontal alignment, including radii, and cul-de-sac radii. 	Public Works Department	
5.14-11	Prior to the recordation of a subdivision map or issuance of the first building permit, whichever occurs first	<p>Prior to the recordation of a subdivision map or issuance of the first building permit, whichever occurs first, in the event that a parcel is subdivided and there is a need for common on-site circulation and/or parking, prior to recordation of a subdivision map, an unsubordinated covenant providing for reciprocal access and/or parking, as appropriate, approved by the Planning Director or Planning Services Manager, shall be recorded with the Office of the Orange County Recorder. A copy of the recorded covenant shall then be submitted to the Planning Division of the Planning and Department. If the reciprocal access is across parcel lines or if public rights of way are required for reciprocal access; Public Works approval shall be required.</p>	Planning and Building Department	
5.14-12	Prior to the issuance of the	Prior to the issuance of the first building permit, the location of any proposed	Public Works	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
	first building permit	gates across a driveway shall be subject to the review and approval of the City Engineer. Gates shall not be installed across any driveway or private street in a manner which may adversely affect vehicular traffic on the adjacent public streets. Installation of any gates shall conform to the current version of Engineering Standard Detail No. 475.	Department	
5.14-13	Prior to the issuance of building permits	Prior to the issuance of building permits, plans shall show that all driveways shall be constructed with a minimum fifteen (15) foot radius curb returns as required by the City Engineer, unless otherwise approved by the City Engineer.	Public Works Department	
5.14-14	Prior to the issuance of building permits or final map approval, whichever occurs first	Prior to the issuance of building permits or final map approval, whichever occurs first, security in the form of a bond, certificate of deposit, letter of credit, completion guarantee, or cash, in an amount and form satisfactory to the City Engineer shall be posted with the City to guarantee the satisfactory completion of all engineering requirements of the City of Anaheim, including preparation of improvement plans and installation of all improvements, such as curbs and gutters, sidewalks, water facilities, street grading and pavement, sewer and drainage facilities and other appurtenant work, as required by the City Engineer and in accordance with the specifications on file in the office of the City Engineer, as may be modified by the City Engineer. Installation of said improvements shall occur prior to final building and zoning inspections.	Public Works Department	
5.14-15	Based upon the improvement phasing analysis in the project traffic study	Based upon the improvement phasing analysis in the project traffic study, the property owner/developer shall implement traffic improvements as identified in the project traffic study to maintain satisfactory levels of service as defined by the City's General Plan, based on thresholds of significance, performance standards, and methodologies established by the Orange County Congestion Management Program and the City of Anaheim Traffic Study Guidelines. The improvement phasing analyses will specify the timing, funding, construction, and fair-share responsibilities for all traffic improvements necessary to maintain satisfactory levels of service within the City of Anaheim and surrounding jurisdictions. The property owner/developer shall construct, bond for or enter into a funding agreement for necessary circulation system improvements, as determined by the City Traffic and Transportation	Public Works Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
		Manager, unless alternative funding sources have been identified.		
5.14-16	Prior to approval of a Final Site Plan for any project forecast to generate 100 or more peak hour trips	Prior to approval of a Final Site Plan for any project forecast to generate 100 or more peak hour trips, as determined by the City Traffic and Transportation Manager utilizing Anaheim Traffic Analysis Model Trip Generation Rates, in conjunction with the preparation of any traffic improvement phasing analyses as required in MM 5.14-1, property owners/developers will determine when the intersection improvements shall be constructed, subject to the conditions identified in MM 5.14-1.	Public Works Department	
5.14-17	Prior to approval of a Final Site Plan for any project forecast to generate 100 or more peak hour trips	<p>Prior to approval of a Final Site Plan for any project forecast to generate 100 or more peak hour trips, as determined by the City Traffic and Transportation Manager utilizing Anaheim Traffic Analysis Model Trip Generation Rates, in conjunction with the preparation of any traffic improvement phasing analyses as required in MM 5.14-1, the following actions shall be taken in cooperation with the City of Orange:</p> <ul style="list-style-type: none"> a. The traffic improvement phasing analysis shall identify any impacts created by the project on facilities within the City of Orange. The fair-share percentage responsibility for mitigating these impacts shall be calculated in this analysis. b. The City of Anaheim shall estimate the cost of the project's fair-share responsibility in cooperation with the City of Orange. c. The property owner/developer shall pay the City of Anaheim the fair-share cost prior to issuance of a building permit. The City of Anaheim shall hold the amount received in trust, and then, once a mutually agreed upon joint program is executed by both cities, the City of Anaheim shall allocate the fair-share contribution to traffic mitigation programs that result in improved traffic flow at the impacted locations, via an agreement mutually acceptable to both cities. 	Public Works Department	
5.14-18	Prior to approval of a Final Site Plan for any project forecast to generate 100 or more peak hour trips	Prior to approval of a Final Site Plan for any project forecast to generate 100 or more peak hour trips, as determined by the City Traffic and Transportation Manager utilizing Anaheim Traffic Analysis Model Trip Generation Rates, in conjunction with the preparation of any traffic improvement phasing analyses	Public Works Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
		<p>as required in MM 5.14-1, and assuming that a regional transportation agency has not already programmed and funded the warranted improvements to the impacted freeway mainline or freeway ramp locations, property owners/developers and the City will take the following actions in cooperation with Caltrans:</p> <ul style="list-style-type: none"> a. The traffic study will identify the project's proportionate impact on the specific freeway mainline and/or freeway ramp locations and its fair-share percentage responsibility for mitigating these impacts based on thresholds of significance, performance standards, and methodologies established in the Orange County Congestion Management Program and the City of Anaheim Traffic Study Guidelines. b. The City shall estimate the cost of the project's fair-share responsibility in cooperation with Caltrans. 		
5.14-19	Prior to the approval of the final subdivision map or issuance of building permits, whichever occurs first	Prior to the approval of the final subdivision map or issuance of building permits, whichever occurs first, the property owner/developer shall pay the identified fair-share responsibility as determined by the City as set forth in MM 5.14-15. The City shall allocate the property owner/developer's fair-share contribution to traffic mitigation programs that result in improved traffic flow on the impacted mainline and ramp locations, via an agreement mutually acceptable to Caltrans and the City.	Public Works Department	
5.14-20	Prior to the approval of a Final Site Plan	Prior to the approval of a Final Site Plan, the property owner/developer shall meet with the Traffic and Transportation Manager to determine whether a bus stop(s) is required to be placed adjacent to the property. If a bus stop(s) is required, it shall be placed in a location that least impacts traffic flow and may be designed as a bus turnout or a far side bus stop as required by the Traffic and Transportation Manager and per the approval of the Orange County Transportation Authority (OCTA).	Public Works Department	
5.14-21	Prior to the first final building and zoning Inspection	Prior to the first final building and zoning Inspection every property owner and/or lessee shall designate an on-site contact that will be responsible for coordinating with the ATN and implementing all trip mitigation measures. The on-site coordinator shall be the one point of contact representing the	Public Works Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
		project with the ATN. The TDM requirements shall be included in the lease or other agreement with all of the project participants.		
5.14-22	Subsequent to the certification of Final EIR No. 340, and prior to the approval of the first Final Site Plan	Subsequent to the certification of Final EIR No. 340, and prior to the approval of the first Final Site Plan, if the costs of the identified improvements in the Traffic Study Report for Amendment No. 14 to the Anaheim Resort Specific Plan cannot be covered by the total funding allocation under the existing City fee programs and funding sources, an update of the existing City traffic fee program or other fee programs shall be developed by the City of Anaheim to ensure completion of the recommended improvements.	Public Works Department	
WATER SUPPLY AND INFRASTRUCTURE				
5.15-1	Prior to issuance of each building permit (to be implemented prior to final building and zoning inspections, and continuing on an on-going basis during project operation)	<p>Prior to issuance of each building 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 Planning and Building 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:</p> <ul style="list-style-type: none"> 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. 	Public Utilities Department Planning and Building Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
		<ul style="list-style-type: none"> 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. 		
5.15-2	Prior to issuance of each building permit	Prior to issuance of each building 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 Fire Department	
5.15-3	Prior to issuance of each building permit	Prior to issuance of each building 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.	Planning and Building Department	
5.15-4	Prior to the issuance of each building permit	Prior to the issuance of each building permit, 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 and Building Department	
5.15-5	Prior to approval of the Final Site Plan and building permits	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	Public Utilities Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
		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.		
5.15-6	Prior to issuance of each building permit, unless records indicate previous payment	Prior to issuance of each building 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	
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 2,500 square feet in accordance with Ordinance No. 6160.	Planning and Building Department	
5.15-8	Prior to the issuance of the first building permit or grading permit, whichever occurs first	<p>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:</p> <ul style="list-style-type: none"> 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. 	Public Utilities Department	
5.15-9	Ongoing	Ongoing, the City shall continue to collaborate with the Metropolitan Water District of Southern California (MWD), its member agencies, and the Orange County Water District (OCWD) to ensure that available water supplies meet anticipated demand. If it is forecasted that water demand exceeds available supplies, staff shall recommend to City Council to trigger application of the Water Conservation Ordinance (Anaheim Municipal Code, §10.18), as prescribed, to require mandatory conservation measures as authorized by Sections 10.18.070 through 10.18.090, as appropriate.	Public Utilities Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
SEWER				
5.16-1	Prior to approval of a final subdivision map or issuance of a grading or building permit, whichever occurs first	<p>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:</p> <p>The property owner/developer shall submit a report for review and approval of the City Engineer to assist in determining the following:</p> <ol style="list-style-type: none"> 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 	Public Works Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
		<p>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.</p> <p>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).</p>		
ELECTRICITY				
5.17-1	Prior to issuance of each building permit	<p>Prior to issuance of each building permit, the property owner/develop 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:</p> <ul style="list-style-type: none"> 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 	Public Utilities Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
		<ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. 		
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	Public Utilities Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
		applicable fees will be assessed in accordance with the Electric Rules, Rates, Regulations and Electrical Specifications for Underground Systems.		
5.17-3	Prior to issuance of each building permit	Prior to issuance of each building permit, the property owner/developer shall submit plans and calculations to the City of Anaheim Planning and Building Department, Building Division, to demonstrate that the energy efficiency of each building will exceed the Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings current at the time of application by at least 10 percent.	Planning and Building 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	
STORM WATER				
5.18-1	Prior to approval of a final subdivision map, or issuance of a grading or building permit, whichever occurs first	<p>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:</p> <p>The property owner/developer shall submit a report for review and approval by the City Engineer to assist with determining the following:</p> <ol style="list-style-type: none"> 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 	Public Works Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
		<p>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.</p>		
5.18-2	Ongoing	<p>Ongoing, the City shall work with the Orange County Flood Control District (OCFCD) to ensure that flood control facilities are well maintained and capable of accommodating, at a minimum, future 25-year storm flows for City-owned and maintained facilities, and 100-year storm flows for County facilities. Where improvements to local drainage facilities have the potential to increase discharges to County facilities, the City shall analyze potential impacts to County facilities in consultation with the Manager, County of Orange Flood Control Division. Encroachment Permits shall be obtained from the County’s Public Property Permits Section for any activity performed within OCFCD’s right of way.</p>	Public Works Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
5.18-3	Prior to the issuance of building permits	Prior to the issuance of building permits, the City shall require that building plans indicate that new developments will minimize stormwater and urban runoff into drainage facilities by incorporating design features such as detention basins, on-site water features, and other strategies.	Planning and Building Department	
OTHER PUBLIC UTILITIES				

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
5.19-1	Prior to issuance of each building permit; to be implemented prior to final building and zoning Inspection	<p>Prior to issuance of each building 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:</p> <ul style="list-style-type: none"> 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. <p>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:</p> <ul style="list-style-type: none"> 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. 	Public Works Department	

Mitigation Measure Number	Timing	Measure	Department Responsible for Monitoring	Completion
5.19-2	Ongoing during project operation	<p>Ongoing during project operation, the following practices shall be implemented, as feasible, by the property owner/developer:</p> <ul style="list-style-type: none"> 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. 	Public Works Department	
5.19-3	Prior to issuance of building permits	Prior to issuance of building 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.	Public Works Department	
5.19-4	Prior to issuance of each building permit,	Prior to issuance of each building 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.	Public Works Department	
5.19-5	Prior to issuance of each grading and building permit	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.	Planning and Building Department	

Appendix C

***Consistency of the Project with the
General Plan Circulation Element***

CONSISTENCY OF THE PROJECT WITH THE GENERAL PLAN CIRCULATION ELEMENT

Goal or Policy		Consistency Analysis
Goal 1.1	Provide a comprehensive multimodal transportation system that facilitates current and long-term circulation of people and goods in and through the City.	<p>Consistent. As part of The Disneyland Resort Project and the ARSP Project, the circulation system around The Anaheim Resort was improved to facilitate movement of vehicles and pedestrians around The Anaheim Resort. The Project supports alternative transportation modes by providing through provision of bicycle parking, pedestrian infrastructure, transit support, and TDM measures. Bicycle parking is provided for cast members at key locations throughout The Disneyland Resort and would continue to be installed as required by the City. The Project proposes installation of at least one and up to three pedestrian overpasses over Harbor Boulevard in conjunction with construction of a parking structure and potential relocation of the East Esplanade transportation center and provides a network of pedestrian paths and sidewalks throughout The Anaheim Resort. Development along the major transportation corridors would include a variety of visitor-serving uses with generous sidewalks, landscaping, and street furniture to accommodate pedestrians within The Anaheim Resort. The Project's system of sidewalks provides easy access to a variety of land uses within and adjacent to the Resort area. In addition to the enhanced pedestrian areas, The Anaheim Resort is also served by the ART system, which provides access to a variety of ARSP uses and the Anaheim Amtrak/Metrolink Station.</p> <p>Additionally, Disney would continue to implement and administer a TDM program for all cast members. The Project would continue to implement a variety of TDM program strategies and elements for both existing and future cast member commute options, including, but not limited to, ridesharing, vanpooling, transit passes, commuter busses, and shuttle services.</p> <p>Disney would install a Class IV bikeway with a single two-way, off-street, shared-use pathway for pedestrians and bicycles on the east side of Walnut Street from Ball Road to Katella Avenue. It would also install a Class I bike lane on the north side of Disney Way between Anaheim Boulevard and Clementine Street and a single two-way, off-street, shared-use pathway for pedestrians and bicycles on the west side of Clementine Street to Alro Way. It would install a bike parking facility in the East Parking Area and/or the Parking Overlay just north of the East Parking Area.</p> <p>The Project would also implement physical improvements or pay fair shares of improvement costs at key intersections to be identified in consultation with City staff. These improvements were identified at locations where the Project would result in some degradation to operating conditions (level of service or queue lengths) and where the City's ultimate ROW (individually or in conjunction with additional ROW to be dedicated by Disney at certain locations adjacent to Disney-owned properties) allows for improvements. The timing of implementation of improvements or payment of associated costs was determined in consultation with City staff. These improvements are summarized in Table C-1.</p> <p>Construction Traffic Management and Trip Reduction Plans would be developed prior to approval of any grading or demolition plans for the Project.</p>
Policy 3	Require that major new development proposals include traffic impact analyses that identify measures and financing to mitigate traffic impacts.	
Policy 6	Ensure the provision of needed transportation improvements through the site plan and environmental review process.	
Policy 9	Consider aesthetics, including the provision of appropriate landscaping, in the development of arterial	<p>Consistent. Development along roadways (corridors) would be subject to the Design Plans of the DRSP and ARSP, which promote visual continuity throughout the Project Site through the use of architectural treatments, landscaping, street furniture, signage, lighting, color, and</p>

CONSISTENCY OF THE PROJECT WITH THE GENERAL PLAN CIRCULATION ELEMENT

Goal or Policy		Consistency Analysis
	highways.	other visual elements.
Goal 2.1	Maintain efficient traffic operations on City streets and maintain a peak hour level of service not worse than D at street intersections.	<p>Consistent. In accordance with the <i>City of Anaheim Criteria for the Preparation of Traffic Impact Studies</i>, the Project was evaluated for any effects on the existing and future circulation system. Where intersection deficiencies were identified, the Project is responsible for either implementing or contributing its fair share to feasible improvements. These improvements are summarized in Table C-1.</p>
Policy 1	<p>Make improvements to streets and intersections experiencing conditions worse than the applicable Level of Service standard by providing appropriate improvements, including, but not limited to:</p> <ul style="list-style-type: none"> • Landscaped median islands to restrict left turns, with median opening spacing occurring a minimum of 400 feet apart, and preferably limited to signalized locations. • Adequate driveway spacing of 125 feet (at 30 mph) to 230 feet (at 45 mph) between driveways on arterial highways. 	
Policy 3	Install new warranted signals as funding permits, with minimum preferred spacing of 1,000 feet apart.	<p>Consistent. Based on review of forecasted traffic conditions and in an effort to improve traffic capacity and smooth traffic flow, the Project proposes to install traffic signal control at the existing driveway to the Southeast District on Haster Street south of Katella Avenue, subject to a technical study proving the signal would meet warrants. It also proposes to install traffic signal control at the intersection of Manchester Avenue / Clementine Street & Alro Way.</p>
Goal 2.2	Provide a safe circulation system.	<p>Consistent. The Project would not involve the construction of any new roadways, nor would the Project involve any new geometric design features that would have the potential to substantially increase hazards. Also, the Project does not propose any new uses that would be incompatible with the existing transportation system or with other nearby land uses as the Project merely proposes to redistribute existing entitled uses throughout The Disneyland Resort and at the Disney ARSP Properties.</p> <p>The Project directly supports a safe circulation system through the provision of the East Esplanade transportation center west of Harbor Boulevard to locate bus and shuttle loading off-street. The Project may relocate the transportation center to the East Parking Area or adjacent Parking Overlay in accordance with PDF 3.3-5 in the DR EIR, at which time it would construct at least one and up to three grade-separated pedestrian overpasses north of Disney Way and south of Manchester Avenue to connect the east side of Harbor Boulevard with the Theme Park District and to separate pedestrians from vehicle traffic.</p> <p>Disney would install a Class I Bike Path with a single two-way, off-street, shared-use pathway for pedestrians and bicycles on the east side of</p>
Policy 1	Promote the principle that streets have multiple uses and users, and protect the safety of all users.	
Policy 2	Discourage high speed, through traffic on local streets with appropriate traffic calming measures (e.g., traffic enforcement, bulb-outs, lane striping, chokers, etc.).	
Policy 3	Design access onto major arterial streets in an orderly and controlled manner.	
Policy 5	Minimize disruptions to traffic and pedestrian/bicycle flow.	
Policy 6	Implement street design	

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Goal or Policy		Consistency Analysis
	features such as the use of medians, bus turnouts, consolidated driveways and on street parking prohibitions to minimize mid-block traffic congestion.	Walnut Street from Ball Road to Katella Avenue. It would also install a Class I bike lane on the north side of Disney Way between Anaheim Boulevard and Clementine Street and a single two-way, off-street, shared-use pathway for pedestrians and bicycles on the west side of Clementine Street from Disney Way to Alro Way. It would install a bike parking facility in the East Parking Area and/or the Parking Overlay just north of the East Parking Area.
Policy 7	Implement street design features that discourage through traffic intrusion on residential streets.	All Project access points would be designed to City standards and would be reviewed and approved by the Department of Public Works for safe design and operation.
Policy 10	Provide adequate sight distances for safe vehicular movement on roadways, at intersections and at driveways.	As stated previously, development along the major transportation corridors would include a variety of visitor-serving uses with generous sidewalks, landscaping, and street furniture to accommodate pedestrians within The Anaheim Resort. The Project's system of sidewalks provides easy access to a variety of land uses within and adjacent to The Anaheim Resort. In addition to the enhanced pedestrian areas, The Anaheim Resort is also served by the ART system, which provides access to a variety of uses and the Anaheim Amtrak/Metrolink Station.
Goal 5.1	Promote bus service and paratransit improvements.	Consistent. As stated previously, development along the major transportation corridors would include a variety of visitor-serving uses with generous sidewalks, landscaping, and street furniture to accommodate pedestrians within The Anaheim Resort. The Project's system of sidewalks provides easy access to a variety of land uses within and adjacent to The Anaheim Resort. In addition to the enhanced pedestrian areas, The Anaheim Resort is also served by the ART system, which provides access to a variety of uses and the Anaheim Amtrak/Metrolink Station.
Policy 3	Support transit supportive land uses in new development.	
Policy 5	Intensify land uses in close proximity to future BRT stop(s) where appropriate.	
Policy 6	Improve pedestrian access to transit facilities.	
Goal 7.1	Protect and encourage bicycle travel.	
Policy 2	Incorporate bicycle planning into the traditional transportation planning process.	The Disneyland Resort is served by multiple bus lines and Disney provides bus and shuttle stops at the East Esplanade transportation center west of Harbor Boulevard. The transportation center may be relocated to the East Parking Area or adjacent Parking Overlay in accordance with PDF 3.3-5 in the DR EIR but would continue to provide similar services. Also, The Disneyland Resort is designed to accommodate people with all levels of mobility, providing accessibility for wheelchair users and people pushing strollers.
Policy 3	Support and implement bicycle routes that minimize cyclist/motorist conflicts.	Consistent. The Project would not impact any existing bicycle lanes. The Construction Management Plan that would be prepared prior to approval of any demolition or grading for the Project would include details on the maintenance of bicycle and pedestrian facilities during construction and connectivity through the Project Site, to the satisfaction of the City Engineer.
		Disney would install a Class I Bike Path with a single two-way, off-street, shared-use pathway for pedestrians and bicycles on the east side of Walnut Street between Ball Road and Katella Avenue. It would also install a Class I Bike Path on the north side of Disney Way between Anaheim Boulevard and Clementine Street and a single two-way, off-street, shared-use pathway for pedestrians and bicycles on the west side of Clementine Street from Disney Way to Alro Way. It would install a bike parking facility in the East Parking Area and/or the Parking Overlay just north of the East Parking Area. Bicycle parking is provided for cast members at key locations throughout The Disneyland Resort and would continue to be installed as required by the City and Disney's

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Goal or Policy		Consistency Analysis
		<p>TDM program.</p> <p>There are two other future bicycle facilities proposed in the General Plan Circulation Element adjacent to portions of the Project Site. The Project does not affect the ability for the City to install Class II Bike Lanes on Ball Road between Walnut Street and Flore Street / West Street (the eastern portion of which is adjacent to the Theme Park District). The Project also does not affect the ability for the City to install Class II Bike Lanes on Haster Street south of Katella Avenue, as the driveway to the Southeast District would be designed to accommodate this facility. The Project would pay in-lieu contributions to the City and dedicate right-of-way adjacent to the Project Site on Ball Road and Haster Street for each of these facilities.</p>
Goal 8.1	Protect and encourage pedestrian travel.	<p>Consistent. All future development within the Project Site would be subject to development guidelines as set forth in the Design Plans for the DRSP and the ARSP, as applicable. Consistent with development within The Disneyland Resort and the ARSP area to date, future development would continue to focus on centralized parking facilities that connect to an integrated system of pedestrian-oriented pathways and walkways connecting to hotels, retail and dining, and theme parks. As detailed in the Design Plans, landscaping, lighting, and complementary features such as pedestrian-friendly furnishings would be located along the walkways to provide an enhanced experience. From the parking facilities and within the Project Site, pedestrian circulation would be directed to protected routes, or those that are physically separated from roadways and avoid street crossings. The Project would include at least one and up to three grade-separated pedestrian overpasses south of Manchester Avenue and north of Disney Way to provide connection between the East Parking Area parking structure and the Theme Park District without impeding traffic flow. In addition to the enhanced pedestrian areas, the parking facilities would also be served by the Disney-operated tram system, providing direct access to retail and dining areas and theme parks.</p> <p>An existing pedestrian route running east-west between Harbor Boulevard and Disneyland Drive currently serves as the main connection to the entrances of Disneyland and Disney California Adventure, including ticket booths and entry gates. To the west of the theme park entrances, this walkway becomes the retail, dining and entertainment district known as Downtown Disney, continuing westward on a grade-separated pedestrian overpass constructed over the lowered Disneyland Drive, and currently ending near The Disneyland Resort hotels west of Disneyland Drive. Pedestrian-friendly furnishings, retail and dining uses, and landscaping exist all along this pedestrian route, which while generally open to the public is on private property and subject to Disney restrictions. Project implementation may include reconfiguration and/or replacement of the existing east-west pedestrian route, including the space currently devoted to central theme park ticketing and gate functions. With any such shifts, a non-ticketed pedestrian route for east-west circulation shall continue to be provided through the Theme Park District connecting major destinations (theme parks, Downtown Disney, hotels, and parking facilities) to Harbor Boulevard and Walnut Street and would meet public safety size requirements.</p> <p>With the removal of the planned extensions of Clementine Street and Gene Autry Way, future sidewalks along those streets would also be eliminated from the General Plan. Despite the closure of Magic Way,</p>
Policy 1	Encourage and improve pedestrian facilities that link development to the circulation network and that serve as a transition between other modes of travel.	
Policy 2	Improve pedestrian and bicycle connections from residential neighborhoods to retail activity centers, employment centers, schools, parks, open space areas and community centers.	
Policy 5	Add raised, landscaped medians, and bulbouts, where appropriate, to reduce exposure to cross traffic at street crossings.	
Policy 6	When appropriate, walkways should include pedestrian amenities such as shade trees and/or plantings, trash bins, benches, shelters, and directional kiosks.	
Policy 7	Ensure that streets and intersections are designed to provide visibility and safety for pedestrians.	
Policy 10	Require commercial developments to provide specific pedestrian access points independent from auto entrances.	

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Goal or Policy		Consistency Analysis
		<p>pedestrian connectivity would be maintained between the Theme Park District and Walnut Street.</p> <p>Future development within the Project Site would be subject to specific development standards intended to enhance the pedestrian experience with a focus on accessibility and safe passage.</p>
Goal 9.1	Provide carpooling and vanpooling opportunities for commuters.	<p>Consistent. Disney would continue to implement and administer a TDM program for all cast members. The Project would continue to implement a variety of TDM program strategies and elements for both existing and future cast member commute options, including, but not limited to, ridesharing, vanpooling, transit passes, commuter busses, and shuttle services. The Project's TDM program also includes carpool/vanpool matching services for Disney cast members and provides financial support and incentives for participation.</p>
Policy 2	Continue to encourage vanpooling for City residents and workers.	
Policy 4	Cooperate with public or private providers of vanpool services and publicize vanpool options to residents.	
Goal 10.1	Facilitate safe surface truck movement while minimizing the impact of truck traffic on residential streets.	<p>Consistent. PDF 3.8-3 in the DR EIR requires preparation of a Truck Route Plan identifying haul truck routes on arterials, avoiding residential areas to the extent feasible. This condition would similarly apply to the Disney ARSP Properties. Additionally, the Project provides for on-site loading for all Project Site uses.</p>
Policy 2	Reexamine truck routes as needed to ensure the safety of residents, neighborhoods, pedestrians, cyclists, and other motorists.	
Policy 3	Require sufficient on-site loading to minimize interference with traffic circulation.	
Policy 4	Restrict heavy vehicles from entering the immediate vicinity of school and other institutions to minimize noise and safety impacts.	
Goal 12.1	Ensure adequate parking is made available to City residents, visitors, and businesses.	<p>Consistent. Parking associated with new development within the Project Site would be subject to existing parking requirements set forth in Title 18 (Zoning) of the Anaheim Municipal Code and would be subject to review and approval by the City of Anaheim Planning Department.</p> <p>The Project includes allowances for thousands of parking spaces for theme park guests, hotel guests, and cast members in various locations throughout the Project Site. The West Parking Area allows up to 16,700 parking spaces, the East Parking Area allows up to 17,600 spaces (up to 5,000 of which are permitted to be developed in the Theme Park District), the Southeast District allows up to 5,100 spaces, the Theme Park District allows up to 12,230 spaces (including up to 9,930 spaces for hotel uses and 2,300 spaces for administrative uses), and the parking overlay at HCML would allow up to 5,700 parking spaces. The Disney ARSP Properties would be subject to the parking provisions of the ARSP zoning, as under the current entitlement unless developed subject to the Theme Park or Parking Overlays. In total, the Project Site could provide up to 57,330 parking spaces for The Disneyland Resort guests and cast members in addition to any parking provided at the Disney ARSP Properties.</p> <p>Disney actively manages parking demand for guests and cast members</p>
Policy 1	Assess the adequacy of existing or proposed on- and off-street parking as needed, especially in urban and commercial areas, to ensure that an adequate supply is provided.	

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Goal or Policy		Consistency Analysis
		and provides programs and financial incentives to encourage cast members not to drive a vehicle to The Disneyland Resort. Disney parking facilities incorporate aesthetic design features and visual and acoustic screening to the City's satisfaction and provide bicycle parking according to City requirements.
Policy 5	Encourage the use of well-designed, aesthetically-enhanced parking structures as an alternative to large, expansive surface parking lots.	Consistent. Future development of parking areas, including parking structures, would be subject to requirements set forth in the Design Plans of the DRSP and ARSP, as applicable, intended to enhance the visual appearance of parking areas. Specifically, the Design Plans identify parking area design requirements including the location of parking areas to the rear or side of buildings, and design guidelines for parking structures to both enhance the exterior appearance of the parking structure and conceal views of cars inside the structures. The Design Plans also identify required setbacks from adjacent public street rights-of-way and require a minimum amount of landscaping within the setback areas, including large-scale materials planted according the layered landscape principles details in the Design Plans.
Policy 6	Encourage businesses to provide bicycle parking facilities such as bike racks and lockers to promote bicycling.	Consistent. Disney would continue to implement and administer a TDM program for all cast members. The Project would continue to implement a variety of TDM program strategies and elements for both existing and future cast member commute options, including, continued provision of bicycle parking and amenities

**TABLE C-1
RECOMMENDED INTERSECTION IMPROVEMENTS**

No.	Location	Recommended Improvement	Improvement Trigger [a]
Feasible Intersection Improvements [b]			
11.	Harbor Boulevard & Disney Way	Add WBL, restripe WBT to shared WBT/R and eliminate north leg crosswalk	Proposed development generating at least 100 net new peak hour vehicle trips at the East Parking Area, Parking Overlay north of the East Parking Area, or at the Southeast District.
12.	Harbor Boulevard & Katella Avenue	Re-program the traffic signal to double-service the WBL turn lane to reduce WBL queuing	Proposed development generating at least 100 net new peak hour vehicle trips at the East Parking Area, Parking Overlay north of the East Parking Area, at the Southeast District, or at the Theme Park East Overlay.
14.	Harbor Boulevard & Orangewood Avenue	Add NBL, SBL	Proposed development generating at least 100 net new peak hour vehicle trips at the East Parking Area, Parking Overlay north of the East Parking Area, at the Southeast District, or at the Theme Park East Overlay.
16.	Clementine Street & Katella Avenue	Add SBL	Proposed development generating at least 100 net new peak hour vehicle trips at the East Parking Area, Parking Overlay north of the East Parking Area, or at the Southeast District.
22.	Anaheim Boulevard / Haster Street & Katella Avenue	Lengthen SBL and WBL turn pockets to accommodate queues	Proposed development generating at least 100 net new peak hour vehicle trips at the East Parking Area, Parking Overlay north of the East Parking Area, at the Southeast District, or at the Theme Park East Overlay.
Improvements Subject to Caltrans Review or Approval [c]			
10.	Harbor Boulevard & Manchester Avenue	Lengthen SBL turn pocket	Proposed development generating at least 100 net new peak hour vehicle trips at the East Parking Area or Parking Overlay north of the East Parking Area.
21.	Anaheim Boulevard & Disney Way / I-5 Ramps / Manchester Avenue	Add NBL and reprogram signal for lead-lag left-turn operation	Proposed development generating at least 100 net new peak hour trips at the East Parking Area, Parking Overlay north of the East Parking Area, or at the Southeast District.
25.	Manchester Avenue / I-5 Southbound Ramps & Katella Avenue	Restripe NB Approach to 1L, 2R and remove split phase	Proposed development generating at least 100 net new peak hour vehicle trips at the East Parking Area, Parking Overlay north of the East Parking Area, at the Southeast District, or at the Theme Park East Overlay.

Notes:

- [a] Net trip generation estimates would be based on the trip rates identified in Table 10 or the latest edition of the Institute of Transportation Engineers' *Trip Generation Manual*. Peak hour public trips represent vehicle trips made from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. by resort guests.
- [b] Feasible improvements are subject to review and approval by the City Engineer.
- [c] These improvements require Caltrans review or approval to be implemented, and therefore cannot be guaranteed by the City.

**TABLE C-1 (CONT'D)
RECOMMENDED INTERSECTION IMPROVEMENTS**

No.	Location	Improvement Trigger [a]
Operational Improvement Funding		
7.	Harbor Boulevard & Ball Road	Proposed development generating at least 100 net new peak hour vehicle trips to or from HCML.
12.	Harbor Boulevard & Katella Avenue	Proposed development generating at least 100 net new peak hour vehicle trips at the East Parking Area, Parking Overlay north of the East Parking Area, at the Southeast District, or at the Theme Park East Overlay.
14.	Harbor Boulevard & Orangewood Avenue	Proposed development generating at least 100 net new peak hour vehicle trips at the East Parking Area, Parking Overlay north of the East Parking Area, at the Southeast District, or at the Theme Park East Overlay.
18.	Anaheim Boulevard & Ball Road	Proposed development generating at least 100 net new peak hour vehicle trips to or from HCML.
22.	Anaheim Boulevard / Haster Street & Katella Avenue	Proposed development generating at least 100 net new peak hour vehicle trips at the East Parking Area, Parking Overlay north of the East Parking Area, at the Southeast District, or at the Theme Park East Overlay.
Intersections Subject to Access Analysis [d]		
2.	Flore Street / West Place & Ball Road	Proposed development generating any net new peak hour vehicle trips to or from this access point. [e]
6.	Ox Road / Cast Place & Ball Road	Proposed development generating any net new public peak hour vehicle trips to or from this access point.
13.	Harbor Boulevard & Convention Way / Toy Story Parking	Proposed development generating at least 100 net new public peak hour vehicle trips to or from this access point.
15.	Clementine Street & Disney Way	Proposed development generating at least 100 net new public peak hour vehicle trips at the East Parking Area or Parking Overlay north of the East Parking Area.
16.	Clementine Street & Katella Avenue	Proposed development generating at least 100 net new public peak hour vehicle trips to or from this access point.

Notes:

- [a] Net trip generation estimates would be based on the trip rates identified in Table 10 or the latest edition of the Institute of Transportation Engineers' *Trip Generation Manual*. Peak hour public trips represent vehicle trips made from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. by resort guests.
- [d] An access analysis would examine level of service (LOS) and queuing at the public vehicular access points for a given development and identify any necessary improvements for proper functioning of those access points, to the satisfaction of the City Engineer.
- [e] At this location, the access analysis would include consideration of adding an additional access point to the Ball Cast Member Lot on Ball Road.

**TABLE C-2
OTHER TRANSPORTATION IMPROVEMENTS**

No.	Project Design Feature	Timing
1.	Install pedestrian signal on Walnut Street at Magic Way.	To be installed upon closure of Magic Way to public through traffic.
2.	Install Class I Bike Path on the east side of Walnut Street from Ball Road to Katella Avenue.	To be installed prior to final Building and Zoning Inspection for cumulative development of at least 10,000 square feet in the southwestern portion of the Theme Park District (south of Paradise Way and west of the Paradise Pier Hotel parking structure).
3.	Install Class I Bike Path on the north side of Disney Way between Clementine Street Anaheim Boulevard, a Class I Bike Path on the west side of Clementine Street between Alro Way and Disney Way, and a bicycle parking facility in the East Parking Area and/or the adjacent Parking Overlay.	To be installed with construction of a parking structure or transportation facility, whichever is earlier, at the East Parking Area or the Parking Overlay north of the East Parking Area.
4.	Install pedestrian bridge(s) over Harbor Boulevard with public access to/from the sidewalk on Harbor Boulevard. [a]	To be installed with the construction of a parking structure or transportation facility at the East Parking Area or the Parking Overlay north of the East Parking Area in connection with the construction and prior to the operation of parking structures and/or a substantial increase in surface spaces or substantial change in operation of those spaces in the East Parking Area and/or the adjacent Parking Overlay.
5.	Install traffic signal control at the intersection of Manchester Avenue / Clementine Street & Alro Way. [b]	To be installed when signal warrants indicate it would be needed on the basis of an access analysis conducted for proposed development within the East Parking Area or Parking Overlay north of the East Parking Area.
6.	Provide in-lieu contribution and dedicate right-of-way adjacent to the Project Site on Ball Road and Haster Street for proposed Class II Bicycle Lanes on those streets.	Fee and dedication to be provided for each street prior to receipt of final Building and Zoning Inspection for cumulative development of at least 10,000 square feet on adjacent Disney property (northernmost portions of the Theme Park District for Ball Road, in the Southeast District for Haster Street).
7.	Install traffic signal control at the existing driveway to the Southeast District on Haster Street south of Katella Avenue. [b]	To be installed when signal warrants indicate it would be needed on the basis of an access analysis conducted for proposed development within the Southeast District or the Theme Park East Overlay.
8.	Widen Katella Avenue to four westbound lanes along Disney's property adjacent to the Theme Park District from Disneyland Drive to approximately 800 feet west of Harbor Boulevard.	To be widened prior to receipt of final Building and Zoning Inspection for cumulative development of at least 10,000 square feet in the southwestern portion of the Theme Park District or development generating at least 50 net new public trips at the East Parking Area, the Parking Overlay north of the East Parking Area, the Southeast District, or the Theme Park East Overlay.
9.	Widen Katella Avenue to four eastbound lanes along Disney's property adjacent to the Southeast District (from approximately 700 feet west of Clementine Street to approximately 400 feet east of Clementine Street).	To be widened prior to receipt of final Building and Zoning Inspection for cumulative development of at least 10,000 square feet in the Southeast District.

Notes:

[a] The Project would include at least one and up to three bridges between Manchester Avenue and Disney Way.

[b] This action would be subject to a traffic signal warrant analysis.