

## 4.0 PUBLIC FACILITIES PLAN

The Public Facilities Plan contains a description of the proposed plans for transportation, utilities, infrastructure, and services for the ARSP area. The first two subsections describe regional improvements, which have an impact on the ARSP area. The improvements described under each of the remaining sections are intended to summarize the infrastructure/services needed for the complete build-out of The Anaheim Resort. More detailed information concerning the public facilities is provided in SEIR No. 340, which contains detailed maps and exhibits, including a thorough discussion of the existing conditions within the ARSP area.

### 4.1 Regional Circulation Programs

Currently, several major facilities provide vehicular access to the ARSP area. They include: I-5, Katella Avenue, Haster Street/Anaheim Boulevard, Ball Road, Harbor Boulevard, Chapman Avenue, and Disney Way. Secondary roads within the ARSP area include: Manchester Avenue, Clementine Street, Orangewood Avenue, Walnut Street and West Street/ Disneyland Drive. All other streets within the ARSP area are Local Streets, including Alro Way, Casa Vista Street, Vermont Avenue, Wilken Way, and Zeyn Street.

Many roads within the ARSP area have been, or are anticipated to be improved, in connection with other local, county, and State circulation programs. Facilities in this category include:

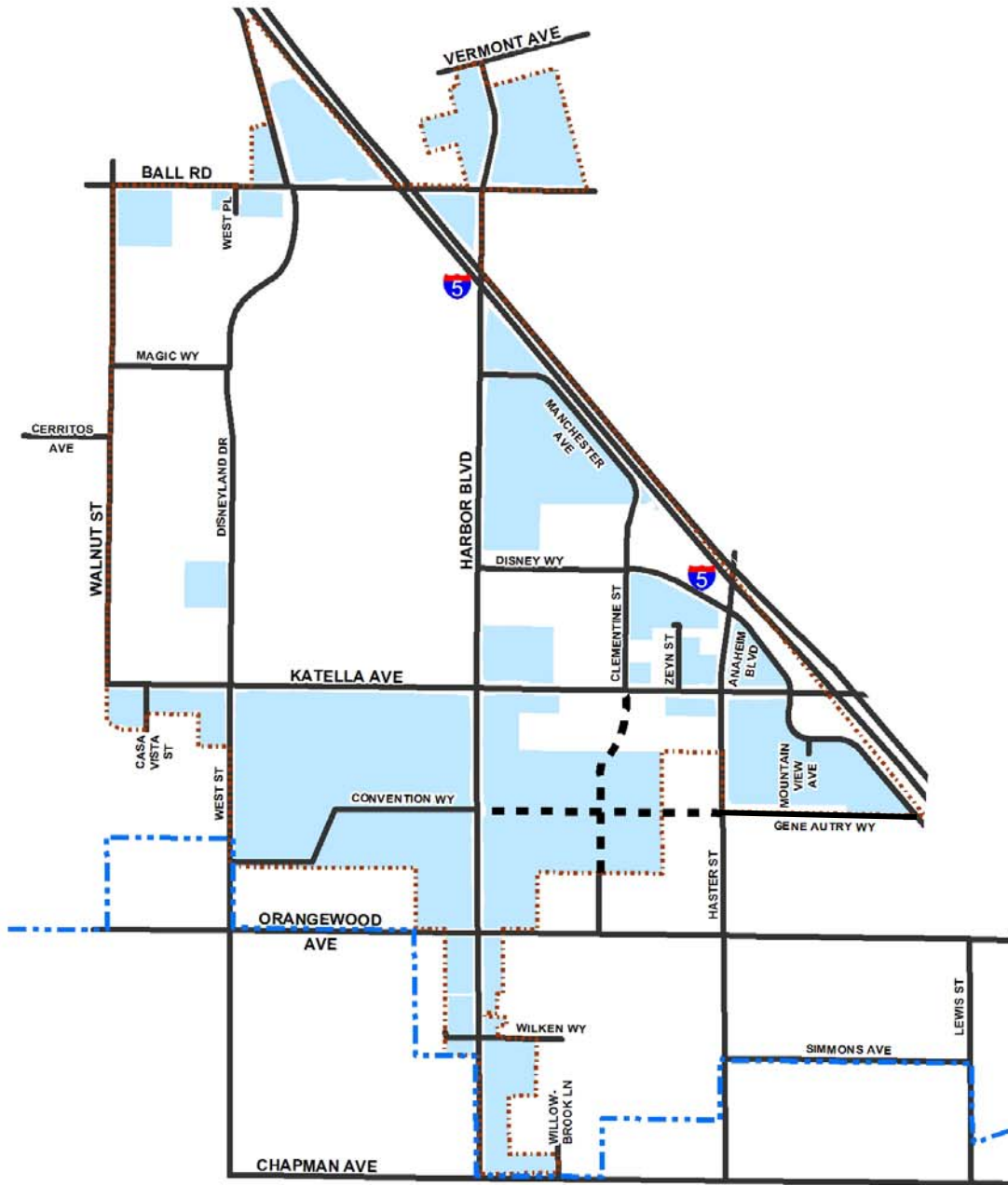
- I-5, interchanges at West Street/ Disneyland Drive, Harbor Boulevard/Ball Road, and Katella Avenue/Disney Way/Anaheim Boulevard, Gene Autry Way, and Orangewood Avenue have been improved as part of the I-5 widening;
- Katella Avenue has been improved and will be further widened as part of the Orange County Smart Street Program; and,
- Several intersections have been identified in the City's Planned Roadway Network to receive additional supplemental turning lanes, including but not limited to, Harbor Boulevard and Katella Avenue, Katella Avenue and Anaheim Boulevard/Haster Street, Harbor Boulevard and Ball Road, Harbor Boulevard and Convention Way, and Haster Street and Gene Autry Way.

Improvements are funded by State and Federal funds, Orange County's Measure M funds, City Traffic Impact Fees, as well as other public and private sources.





The City's General Plan identifies a future roadway extension of Gene Autry Way east of Harbor Boulevard to Haster Street. From Haster Street, Gene Autry Way connects to the I-5 high occupancy vehicle (HOV) lanes and the Platinum Triangle.

Exhibit 4.1-1 shows the existing circulation system as well as planned improvements to the existing system described in the preceding paragraphs. The Transportation and Traffic Section of SEIR No. 340 also contains detailed information on the existing circulation system.

**Exhibit 4.1-1 Vehicular Circulation Plan**



**Existing Circulation**

-  Anaheim Resort Specific Plan Boundary
-  The Anaheim Resort™ Boundary
-  Anaheim City Boundary
-  Designated for Future Extension in General Plan Circulation Element



## 4.2 Regional Infrastructure Programs

The Anaheim Resort is located in an area that has been served by public utilities and facilities for many years. As part of ongoing efforts to improve the City's infrastructure, new facilities have been installed within the ARSP area, are currently planned, or are underway. Some of these (such as improvements to the regional sewage treatment facilities) are planned to proceed regardless of the activity in the ARSP area. Among the projects currently proposed are:

- Enlargement of sewers, or parallel lines to handle increased flows;
- A new water transmission main and a new water well to supply increased demand;
- Construction of a new electrical substation facility; and,
- Upgrades to existing and construction of new storm drain facilities.

These projects are discussed in greater detail in SEIR No. 340.

## 4.3 Vehicular Circulation Plan for the Anaheim Resort

Convenient automobile access to The Anaheim Resort is an essential component to the success of the area. Most visitors will come to The Anaheim Resort by automobile or bus, and it is especially important that the visitors' experience be pleasant upon both arrival and departure.

In connection with The Disneyland Resort, several improvements to the area wide circulation system have been implemented. These improvements are more fully described in The Disneyland Resort Specific Plan. The following is a discussion of the circulation improvements completed or proposed for The

Anaheim Resort including those improvements completed as part of The Disneyland Resort Specific Plan.

### 4.3.1 Connections to Interstate 5 (I-5)

Convenient connections from I-5 to the proposed public parking facilities in The Disneyland Resort have been implemented. Approximately 70% of the visitors to The Disneyland Resort arrive on I-5. Moving them on and off I-5 safely and efficiently is accomplished in a variety of ways.

During the early stage of implementation of The Disneyland Resort Specific Plan, a new mixed flow off-ramp was constructed at the Disneyland Drive exit north of Ball Road. This permits southbound traffic to exit on to Disneyland Drive, onto a ramp that provides a direct link to the public parking facility in the West Parking Area of The Disneyland Resort.

When the traffic leaving the parking facilities in The Disneyland Resort exceeds the traffic entering these facilities, the lanes leading into the parking facilities and crossing over Ball Road are reversed, permitting visitors to exit conveniently onto I-5. Generally, the lanes are used for inbound traffic in the morning and for outbound traffic in the afternoon and evening. Use of the interchange by those not visiting The Disneyland Resort and/or not in a HOV, have also been accommodated.

A similar system permits visitors arriving from the south to exit the HOV lane on a ramp that travels under the elevated portion of I-5 directly to Disney Way and provides convenient access to uses located in the east part of the ARSP area. This system keeps The Anaheim Resort traffic from congesting traffic on Katella Avenue.

Existing access patterns to surrounding properties have generally been maintained,

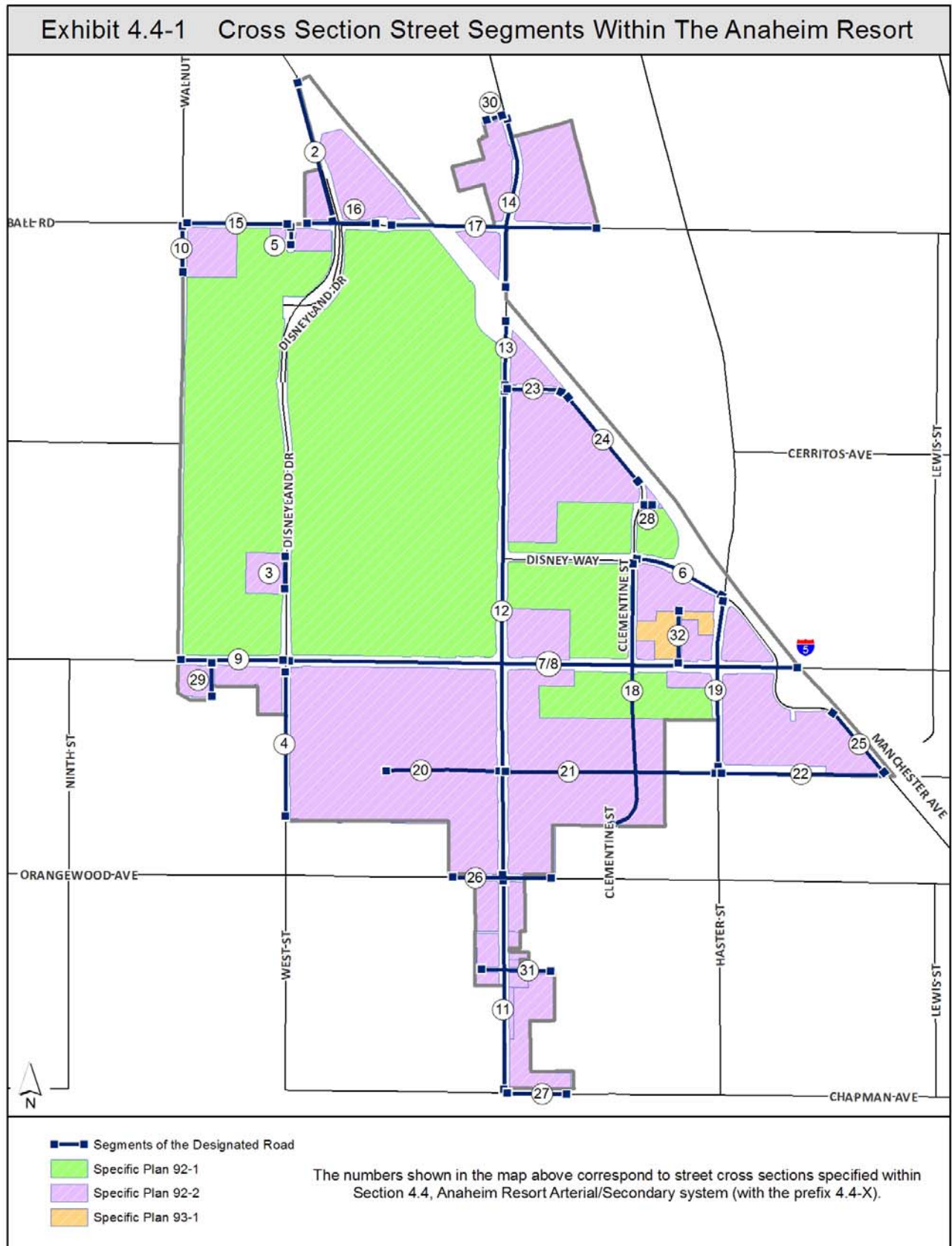
except that West Street was made into a cul-de-sac south of Ball Road and renamed West Place. In addition, Cerritos Avenue has been relocated approximately 1,000 feet north of its previous location. The relocated street section is named Magic Way and was constructed when West Street was realigned south of Ball Road.

#### **4.4 Anaheim Resort Arterial/Secondary System**

One of the important objectives of the ARSP is to minimize traffic impacts on surrounding arterial and secondary streets. The system of connections to I-5 that lead conveniently to area uses contributes significantly to this objective. In addition, improvements that have been completed since the 1994 adoption of the ARSP or are proposed to be made to the local streets will enhance the overall vehicular circulation within The Anaheim Resort. The street cross sections described in this Section are typical mid-block sections. They are not intended to depict every condition which may exist in the ARSP area. Additionally, more detailed information about street rights-of-way can be found in the Design Plan. They are subject to variation at intersections and at other locations as determined by the City Engineer.

Exhibit 4.1-1, Vehicular Circulation Plan, shows the location of the major roads and streets within the ARSP area. The specific improvements proposed for each street are discussed on the following pages. Exhibit 4.4-1 depicts the segments of the designated road cross sections, which correspond to the proposed improvements described for the following major roads and streets:

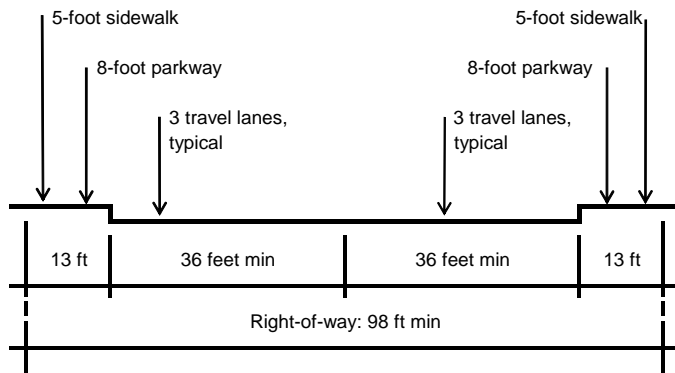
- Disneyland Drive (Exhibits 4.4-2 and 4.4-3)
- West Street (Exhibit 4.4-4)
- West Place (Exhibit 4.4-5)
- Disney Way (Exhibit 4.4-6)
- Katella Avenue (Exhibits 4.4-7 to 4.4-9)
- Walnut Street (Exhibit 4.4-10)
- Harbor Boulevard (Exhibits 4.4-11 to 4.4-14)
- Ball Road (Exhibits 4.4-15 to 4.4-17)
- Clementine Street (Exhibit 4.4-18)
- Haster Street/Anaheim Boulevard (Exhibit 4.4-19)
- Convention Way (Exhibit 4.4-20)
- Gene Autry Way (Exhibits 4.4-21 to 4.4-22)
- Manchester Avenue (Exhibits 4.4-23 to 4.4-25)
- Orangewood Avenue (Exhibit 4.4-26)
- Chapman Avenue (Exhibit 4.4-27)
- Alro Way (Exhibit 4.4-28)
- Casa Vista Street (Exhibit 4.4-29)
- Vermont Avenue (Exhibit 4.4-30)
- Wilken Way (Exhibit 4.4-31)
- Zeyn Street (Exhibit 4.4-32)



**Disneyland Drive** between I-5 and Katella Avenue serves both The Disneyland Resort and uses within the ARSP area such as the Anaheim Convention Center.

Disneyland Drive is connected to I-5 with an interchange. Between I-5 and Ball Road, Disneyland Drive accommodates traffic arriving or departing from The Anaheim Resort, including the public parking facilities in The Disneyland Resort, the Anaheim Convention Center and area hotels. Exhibit 4.4-2, Disneyland Drive (North of Ball Road) Cross Section, shows the typical right-of-way, parkways, sidewalks and travel lanes for this portion of Disneyland Drive.

**Exhibit 4.4-2 Disneyland Drive (North of Ball Road) Cross Section**

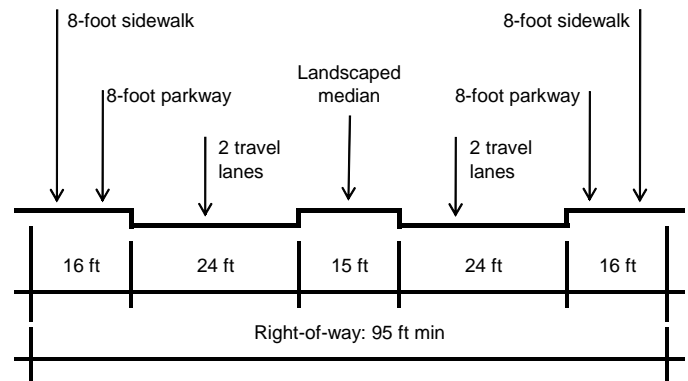


At Ball Road, traffic on Disneyland Drive may either go over Ball Road directly to and from The Disneyland Resort parking facilities via a two lane overpass with reversible lanes or through the Ball Road intersection. Traffic bound for other destinations has full access to Ball Road. South of the Ball Road intersection, Disneyland Drive has two basic cross section conditions.

The first cross section is described and depicted in The Disneyland Resort Specific Plan and applies to the portion of Disneyland Drive located south of Ball Road up to the entry to The Disneyland Resort parking facilities.

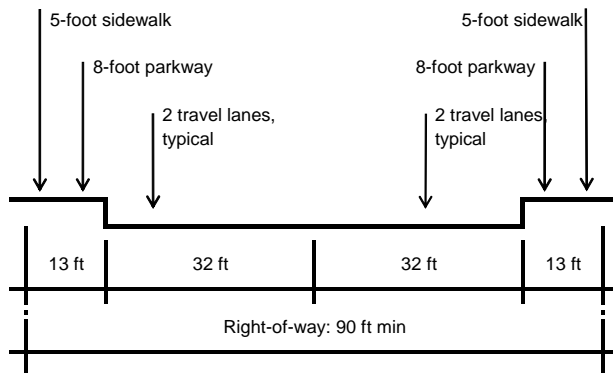
The second cross-section applies to the portion of Disneyland Drive located south of The Disneyland Resort parking facilities to Katella Avenue. This cross-section is depicted in Exhibit 4.4-3, Disneyland Drive (Between 825 feet n/o Katella Avenue and 1,350 feet n/o Katella Avenue). This portion of Disneyland Drive provides access to hotels and other uses within The Anaheim Resort. The cross-section depicts two northbound and two southbound lanes of traffic separated by a raised landscaped median. Right and left-turn lanes have been installed in some locations to improve traffic flow.

**Exhibit 4.4-3 Disneyland Drive (Between 825 feet n/o Katella Avenue and 1,350 feet n/o Katella Avenue) Cross Section**



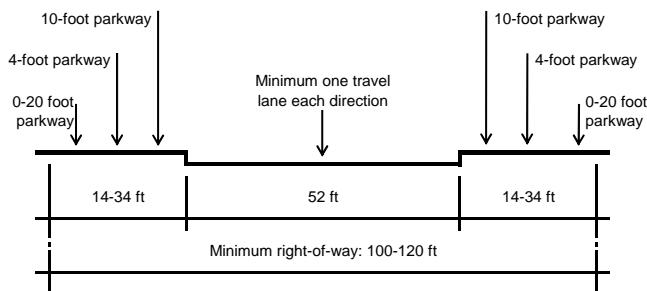
**West Street** is a continuation of Disneyland Drive, south of Katella Avenue. Supplemental turning lanes have been added to Disneyland Drive/West Street at the intersection of Katella Avenue to facilitate traffic flow. South of this intersection (approximately 600 feet south of the intersection with Katella Avenue), the right-of-way and roadway accommodates two lanes of travel in each direction. Exhibit 4.4-4, West Street (South of Katella Avenue) Cross Section shows the current configuration of this portion of West Street.

**Exhibit 4.4-4 West Street (South of Katella Avenue) Cross Section**



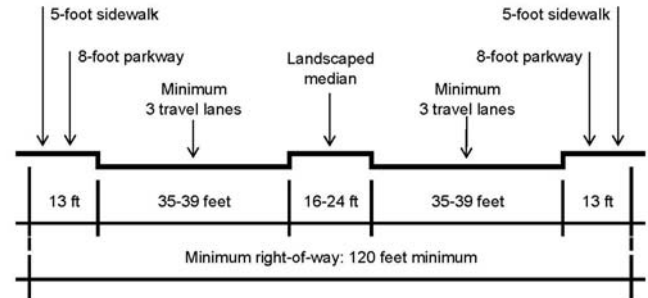
**West Place** is a cul-de-sac, located immediately south of its intersection with Ball Road and depicted in Exhibit 4.4f, West Place Cross Section.

**Exhibit 4.4-5 West Place Cross Section**



**Disney Way** between Anaheim Boulevard and Harbor Boulevard has three travel lanes in each direction, except at Anaheim Boulevard and Clementine Street where the street has been widened to provide supplemental turning lanes. Classified as a Major Arterial, Disney Way serves the traffic entering and leaving the east portion of The Anaheim Resort and the public parking facility located in the East Parking Area of The Disneyland Resort Specific Plan. The portion of Disney Way west of Clementine Street is described in The Disneyland Resort Specific Plan. East of Clementine Street, a landscaped median will ultimately be constructed, as illustrated in Exhibit 4.4-6 Disney Way (East of Clementine Street) Cross Section.

**Exhibit 4.4-6 Disney Way (East of Clementine Street) Cross Section**



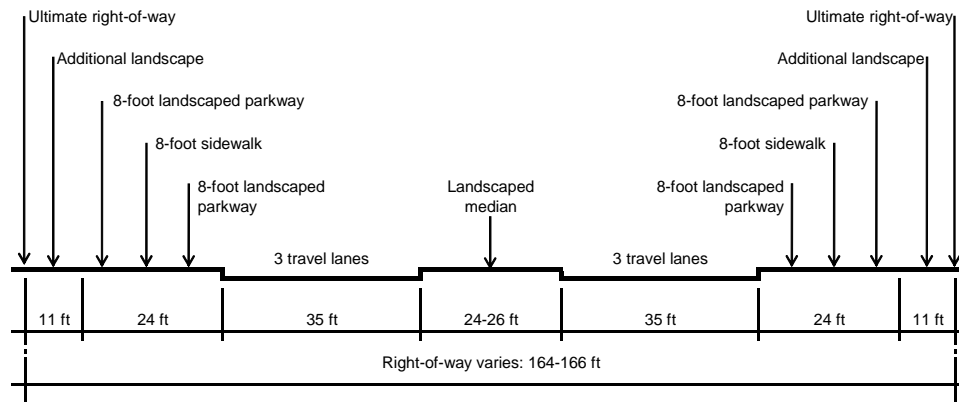
Median and travel lanes vary in width to a curb to curb width of 94 feet.

**Katella Avenue** has three to four travel lanes in each direction within The Anaheim Resort. East and westbound Katella Avenue include right-turn lanes and double left-turn lanes at most intersections, as well as a raised landscaped median, which separates opposing traffic between signalized intersections.

Katella Avenue between Walnut Street and West Street/Disneyland Drive will continue to have three travel lanes in each direction, with a minimum 15 foot wide landscaped median. Exhibit 4.4-8, Ultimate Katella Avenue (Between Walnut Street and West Street/Disneyland Drive) Cross Section, shows the ultimate of Katella Avenue between West Street/Disneyland Drive and Walnut Street.

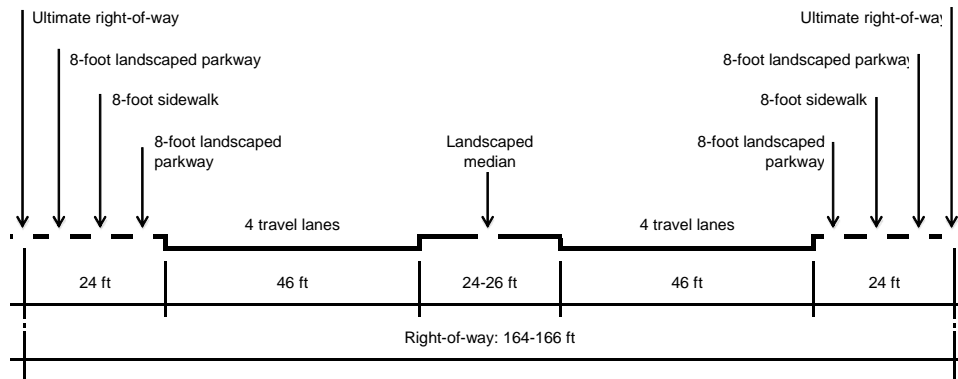
The interim condition for Katella Avenue, as depicted in Exhibit 4.4-7 Interim Katella Avenue (Between Interstate 5 and West Street/Disneyland Drive) Cross Section, is three travel lanes in each direction. Katella Avenue ultimately will be widened to four lanes in each direction east of West Street/Disneyland Drive, as shown in Exhibit 4.4-8, Ultimate Katella Avenue (Between Interstate 5 and West Street/Disneyland Drive) Cross Section. These exhibits show the location of the ultimate right-of-way as well as the interim condition. Katella Avenue is currently four lanes westbound from Manchester Avenue to 600 feet west of Clementine Street.

***Exhibit 4.4-7 Interim Katella Avenue (Between Interstate 5 and West Street/Disneyland Drive) Cross Section***

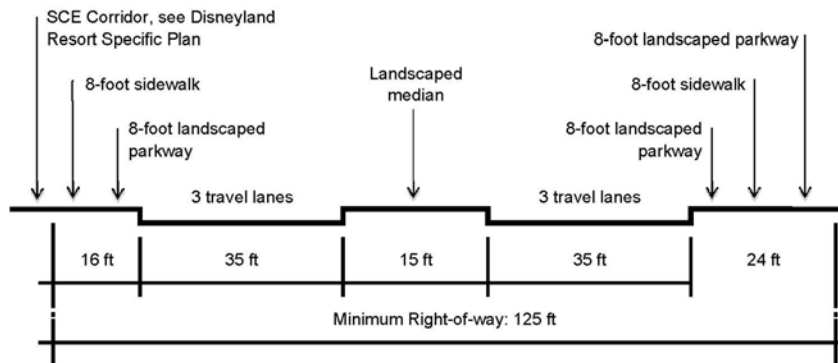




**Exhibit 4.4-8 Ultimate Katella Avenue (Between Interstate 5 and West Street/Disneyland Drive) Cross Section**

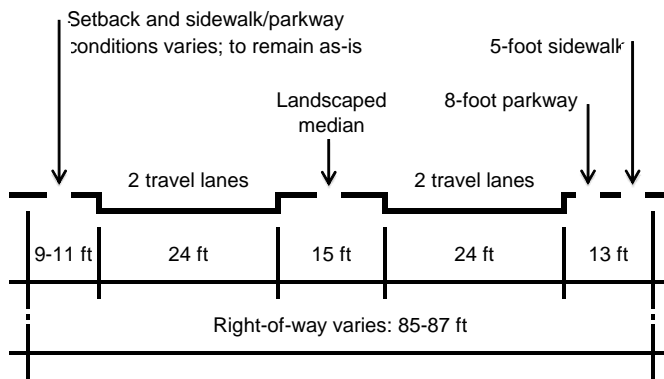


**Exhibit 4.4-9 Ultimate Katella Avenue (Between Walnut Street and West Street/Disneyland Drive) Cross Section**



**Walnut Street** carries two lanes of traffic in each direction between Katella Avenue and Ball Road with a raised median. The portion of Walnut Street south of Goodhue Avenue is described in the Disneyland Report Specific Plan. North of Goodhue Avenue, the cross section is depicted in Exhibit 4.4-10.

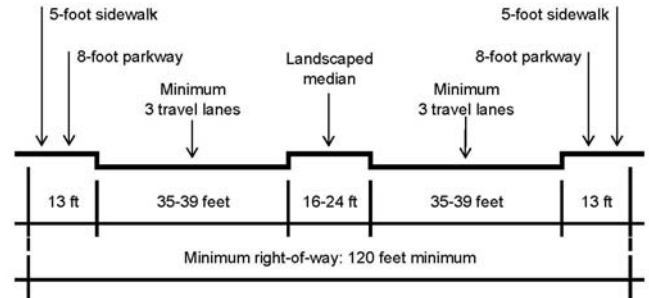
**Exhibit 4.4-10 Walnut Street (Between Ball Road and Goodhue Avenue) Cross Section**



**Harbor Boulevard.** Within the ARSP area, south of I-5, Harbor Boulevard is a six-lane divided road except at Manchester Avenue, Disney Way, Katella Avenue, Convention Way, Orangewood Avenue, and Chapman Avenue, where it has been widened to accommodate additional right- and left-turn lanes.

Exhibit 4.4-11 Harbor Boulevard (Between Chapman Avenue and Orangewood Avenue) Cross Section reflects the ultimate condition of this section of Harbor Boulevard. A landscaped median will ultimately be constructed. The cross section in the exhibit below does not apply for the portion of Harbor Boulevard located within the City of Garden Grove, south of Wilken Way.

**Exhibit 4.4-11 Harbor Boulevard (Between Chapman Avenue and Orangewood Avenue) Cross Section**



Median and travel lanes vary in width to a curb to curb width of 94 feet.

Exhibit 4.4-12 shows the typical Harbor Boulevard cross section which applies between Orangewood Avenue and a point approximately 150-250 feet south of Manchester Avenue on the west side and to Manchester Avenue on the east side.

**Exhibit 4.4-12 Harbor Boulevard (Orangewood Avenue to Manchester Avenue on the East Side and Orangewood Avenue to 150-250 Feet South of Manchester Avenue on the West Side) Cross Section**

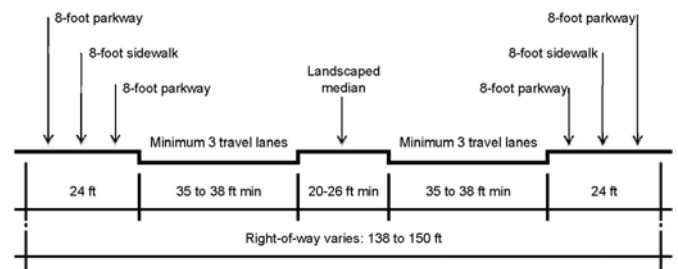
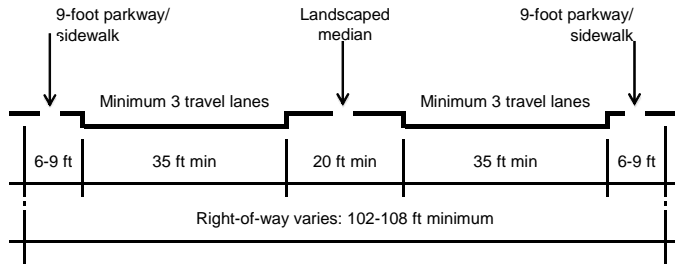


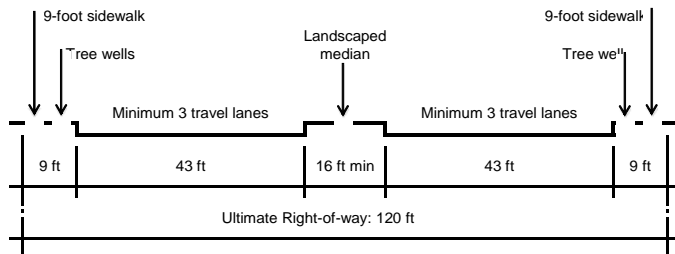
Exhibit 4.4-13 applies to Harbor Boulevard between Manchester Avenue on the East Side and 150-250 feet south of Manchester Avenue on the west side to the I-5 interchange, the Harbor Boulevard right-of-way. This portion of Harbor Boulevard narrows to transition to the Harbor Boulevard overpass, which is raised above I-5.

**Exhibit 4.4-13 Harbor Boulevard (Between Manchester Avenue on the East Side and 150-250 feet South of Manchester Avenue on the West Side to the Interstate 5 Interchange) Cross Section**



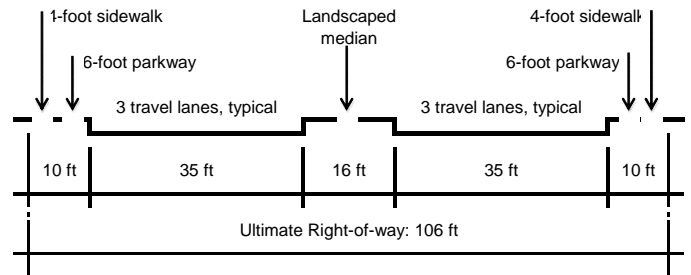
North of I-5, Harbor Boulevard has a raised median and six lanes of travel except at Ball Road and I-5 where it has been widened to accommodate additional through, right- and left-lanes. The parkway consists of a 9-foot sidewalk with cutouts for tree wells.

**Exhibit 4.4-14 Harbor Boulevard (Interstate 5 to Vermont Avenue) Cross Section**

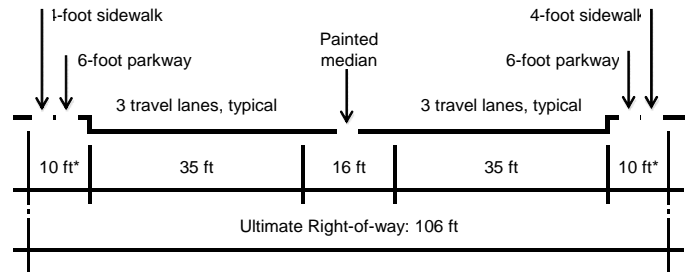


**Ball Road** is six lanes, except at West Street/Disneyland Drive, Cast Place and Harbor Boulevard, where it is wider to accommodate additional through right- and left-turn lanes. Ball Road has landscape medians, with the exception of between West Place and Cast Place where it has painted medians. Currently the right-of-way varies from 103 to 106 feet. The ultimate right-of-way will continue to be 106 feet as designated in the General Plan.

**Exhibit 4.4-15 Ball Road (West of West Place) Cross Section**

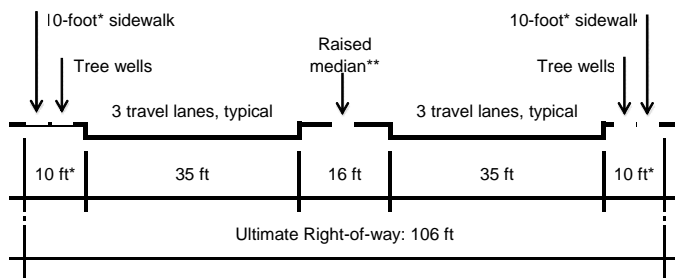


**Exhibit 4.4-16 Ball Road (Between West Place and Cast Place) Cross Section**



\* Within 600 feet east and west of Harbor Boulevard, this dimension is 9 feet including 9-foot sidewalks with tree wells only.

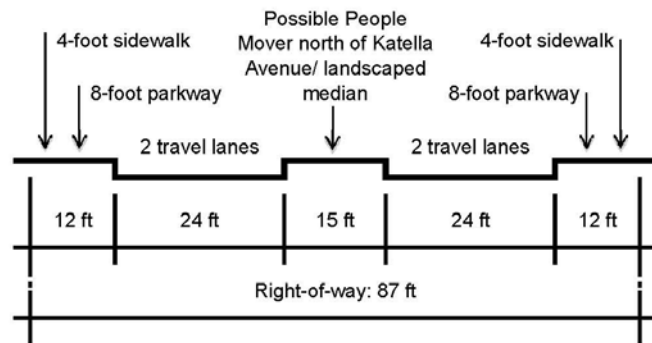
**Exhibit 4.4-17 Ball Road (East of Cast Place) Cross Section**



\* Within 600 feet east and west of Harbor Boulevard, this dimension is 9 feet including 9-foot sidewalks with tree wells only.  
 \*\* Median is landscaped east of Harbor Boulevard.

**Clementine Street** serves two lanes of travel in each direction and is 87 feet to accommodate a landscaped median.

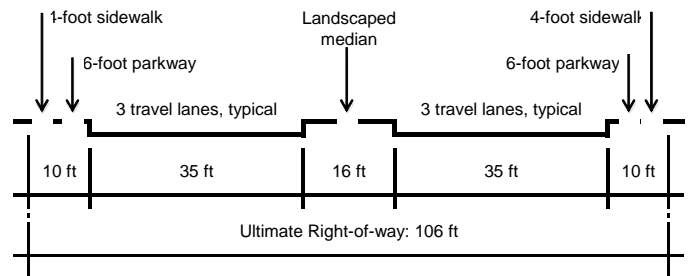
**Exhibit 4.4-18 Clementine Street Cross Section**



**Haster Street/Anaheim Boulevard** includes three travel lanes in each direction with a 16-foot wide raised median north of Katella Avenue. South of Katella Avenue, there are two travel lanes in each direction with a 12-foot wide painted median. At the street's intersection with Katella Avenue, the street is wider to accommodate turning lanes. The ultimate condition for Haster Street, south of Katella Avenue is six lanes with a 16-foot wide

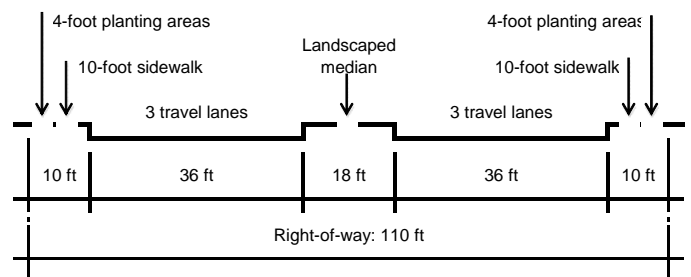
landscaped median, consistent with its designation as a Primary Arterial Highway in the Circulation Element of the City's General Plan and the current street configuration north of Katella Avenue. At Gene Autry Way, Haster Street will also be widened to accommodate additional turning lanes.

**Exhibit 4.4-19 Haster Street/Anaheim Boulevard Cross Section**



**Convention Way** will continue to serve the Anaheim Convention Center in its current right-of-way width of 110 feet as depicted in Exhibit 4.4-20. An 18-foot wide landscape median is provided except where left-turn lanes reduce the median to 8 feet. Three travel lanes are provided in each direction and a 10-foot wide sidewalk area. The sidewalk has 4-foot wide landscaped cutouts at the back of the sidewalk.

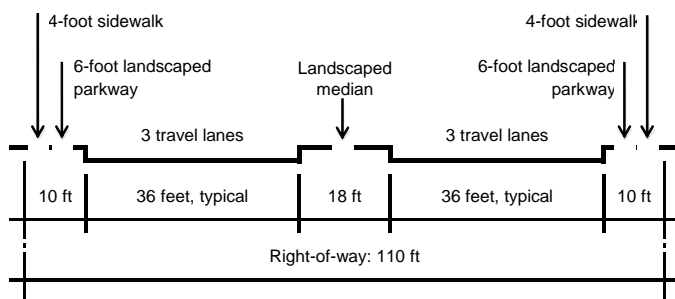
**Exhibit 4.4-20 Convention Way Cross Section**



The western portion of Convention Way is currently a private street and no typical cross section exists at this time.

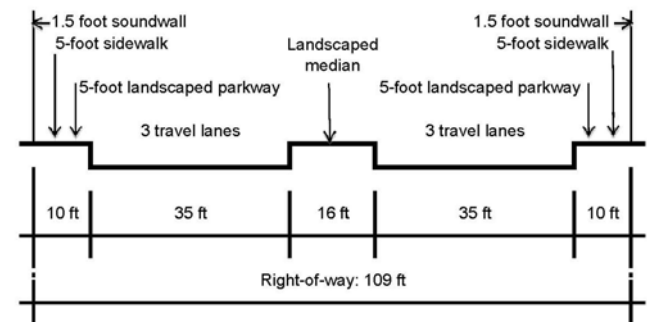
**Gene Autry Way.** The future extension of Gene Autry Way from Haster Street to Harbor Boulevard, where it would align with Convention Way, is shown on the Circulation Element of the General Plan. Current plans call for three travel lanes in each direction except at Harbor Boulevard and Haster Street where it will be widened to accommodate additional left- and right-turn lanes. A landscaped median is proposed to divide the travel lanes within a 110-foot right-of-way. A 4-foot wide sidewalk behind a 6-foot parkway is proposed on both sides of the right-of-way. Exhibit 4.4-21, Future Gene Autry Way (Between Harbor Boulevard and Haster Street) Cross Section, shows the proposed configuration.

**Exhibit 4.4-21 Gene Autry Way (Between Harbor Boulevard and Haster Street) Cross Section**



Between Haster Street and I-5, Gene Autry Way transitions to the HOV interchange accommodating vehicles from the HOV lanes on I-5. This interchange is elevated and sound walls have also been constructed in this location.

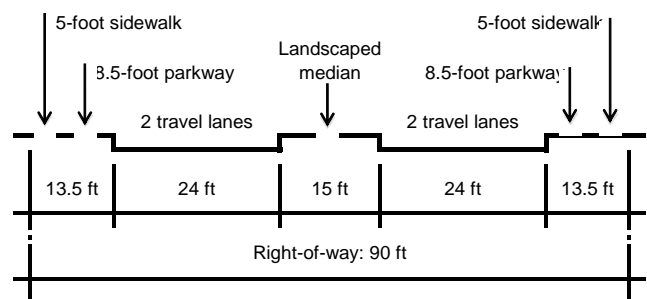
**Exhibit 4.4-22 Gene Autry Way (East of Haster Street) Cross Section**



**Manchester Avenue** is divided into three parts: West Manchester Avenue (extends in an east-west direction from Harbor Boulevard); North Manchester Avenue (extends in a southeastern direction from West Manchester Avenue adjacent to I-5 to Clementine Street); and, Manchester Avenue, south of Katella (extends in a southeastern direction adjacent to I-5, east of Disney Way to the southern boundary of The Anaheim Resort).

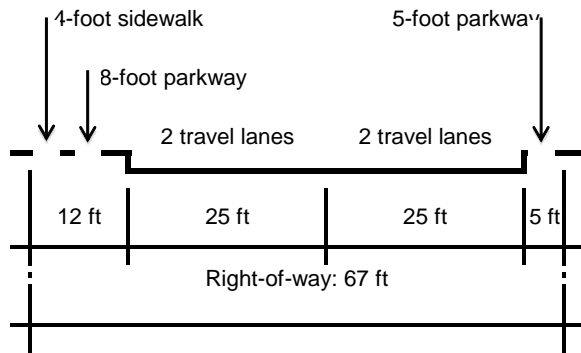
West Manchester Avenue will retain its current right-of-way and parkway/sidewalk configuration, as depicted in Exhibit 4.4-23, Manchester Avenue Cross Section.

**Exhibit 4.4-23 West Manchester Avenue Cross Section**



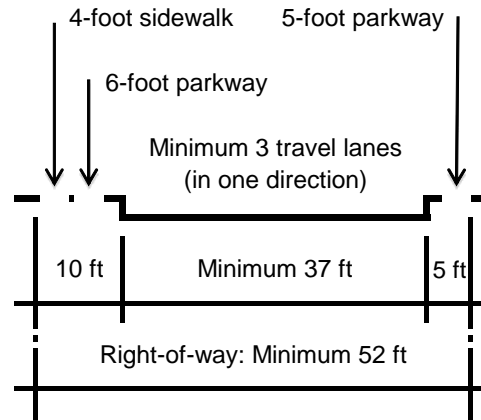
North Manchester Avenue is the portion of Manchester Avenue located adjacent to I-5 that was relocated as part of the widening of the freeway and improvements for the interchange at Katella Avenue and I-5. The ultimate configuration for this portion of Manchester Avenue, which occurs adjacent to I-5, is depicted in Exhibit 4.4-24, North Manchester Avenue (Adjacent to Interstate 5, North of Alro Way) Cross Section.

**Exhibit 4.4-24 North Manchester Avenue (Adjacent to Interstate 5, North of Alro Way) Cross Section**



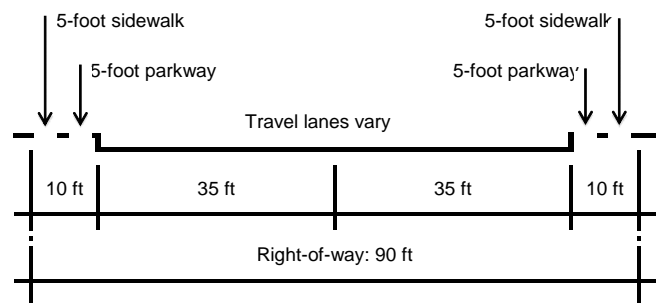
Manchester Avenue, south of Katella Avenue (Adjacent to Interstate 5, east of Disney Way) became a one-way (traveling south) frontage road adjacent to I-5 as part of the widening of I-5. There are three lanes of travel as depicted in Exhibit 4.4-25.

**Exhibit 4.4-25 Manchester Avenue, East of Anaheim Boulevard (Adjacent to Interstate 5) Cross Section**



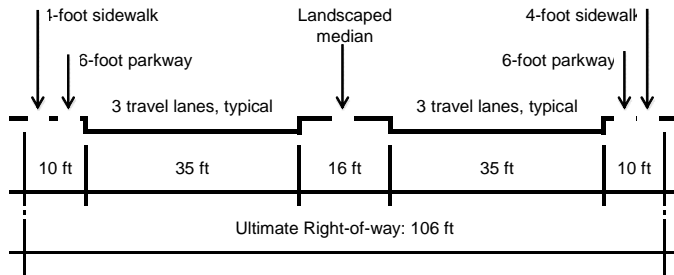
**Orangewood Avenue** is designated as Secondary Arterial with four travel lanes except at Harbor Boulevard where Orangewood Avenue will be widened to accommodate additional left- and right-turn lanes.

**Exhibit 4.4-26 Orangewood Avenue Cross Section**



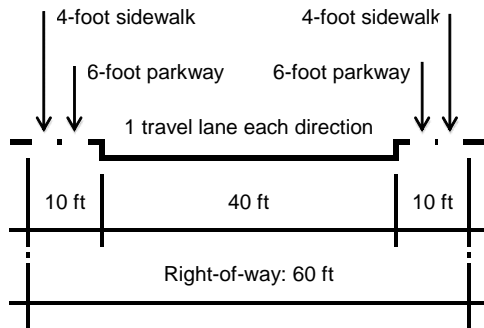
**Chapman Avenue** is a Primary Arterial with six travel lanes and a landscaped median. At Harbor Boulevard, Chapman Avenue will be widened to accommodate additional left- and right-turn lanes.

**Exhibit 4.4-27 Chapman Avenue Cross Section**



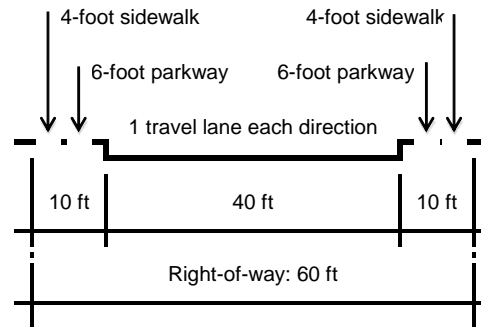
**Alro Way** has two travel lanes, a 4-foot wide sidewalk and a 6-foot wide parkway within its 60-foot right-of-way and is designated as a Local Street, as depicted below.

**Exhibit 4.4-28 Alro Way Cross Section**



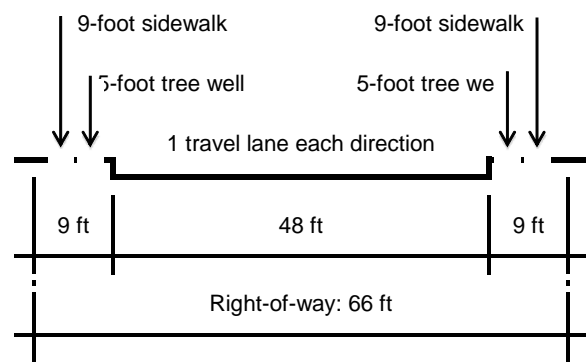
**Casa Vista Street** has one travel lane in each direction and a 4-foot wide sidewalk with a 6-foot wide parkway within its 60-foot wide right-of-way and is designated as a Local Street, as depicted below.

**Exhibit 4.4-29 Casa Vista Street Cross Section**



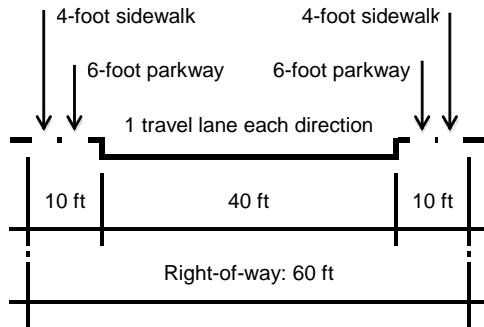
**Vermont Avenue** has one travel lane in each direction and 9-foot wide sidewalks with 5-foot wide tree wells within its 66-foot wide right-of-way and is designated as a Local Street. The exhibit below shows the Vermont Avenue cross section condition.

**Exhibit 4.4-30 Vermont Avenue Cross Section**



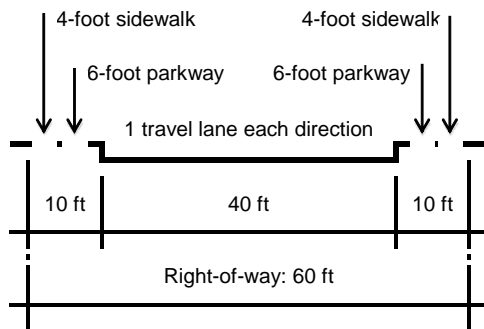
**Wilken Way** has one travel lane in each direction, 4-foot wide sidewalks and 6-foot wide parkways within a 60-foot wide right-of-way and is designated as a Local Street. The exhibit below shows the Wilken Way cross section condition.

**Exhibit 4.4-31 Wilken Way Cross Section**



**Zeyn Street** has one travel lane in each direction, 4-foot wide sidewalks and 6-foot wide parkways within a 60-foot wide right-of-way and is designated as a Local Street. The exhibit below shows the Zeyn Street cross section condition.

**Exhibit 4.4-32 Zeyn Street Cross Section**



## 4.5 Transit Plans

To minimize automobile traffic on local streets, existing and proposed transit systems will service uses within the ARSP area. The main component of the existing system is the Orange County Transit Authority (OCTA) bus service to the ARSP area. Current bus routes are located on Harbor Boulevard, Katella Avenue and Ball Road, and provide regular service to The Anaheim Resort.

### 4.5.1 The Disneyland Resort

The Disneyland Resort Specific Plan transports theme park visitors to the theme parks from public day-use parking facilities via pedestrian walkways, busses, tram services and monorail. These existing services could be expanded in the future to provide additional transit improvements.

### 4.5.2 Anaheim Rapid Connection

The proposed Anaheim Rapid Connection (ARC) is a fixed-guideway system that is currently in the environmental review process. ARC is proposed to connect visitors, Metrolink, Amtrak, local bus and future bus rapid transit and high-speed rail riders, employees and area residents to Anaheim area destinations, including stops within the ARSP area and the Platinum Triangle. More information on the ARC project is available at [www.AConnex.com](http://www.AConnex.com).



### 4.5.3 HOV Lane System

OCTA and Caltrans have developed a plan to construct a countywide system of transit ways and commuter HOV lanes in freeway corridors. These facilities will be used by regional 'express' busses, regular intercity buses, shuttle buses, vanpools, and carpools. Buses and other HOVs would access or egress these facilities at exclusive HOV ramps to streets or at designated at-grade merge locations along freeways.

HOV lanes have been constructed on I-5, State Route (SR) 57, and SR 22, with a direct HOV connection between SR-57 and I-5. The HOV interchange at Gene Autry Way allows access to and from areas east and west of I-5, including The Anaheim Resort and Angel Stadium of Anaheim. As part of a long-term project, exclusive HOV ramps have been identified at Cerritos Avenue on the SR-57.

### 4.5.4 Bus Service

OCTA and Anaheim Transportation Network/Anaheim Resort Transit provide bus service to and within The Anaheim Resort.

### 4.5.5 Intercity Commuter Rail Service

Amtrak and Metrolink provide train service to The Anaheim Resort via stations in Fullerton and Anaheim.

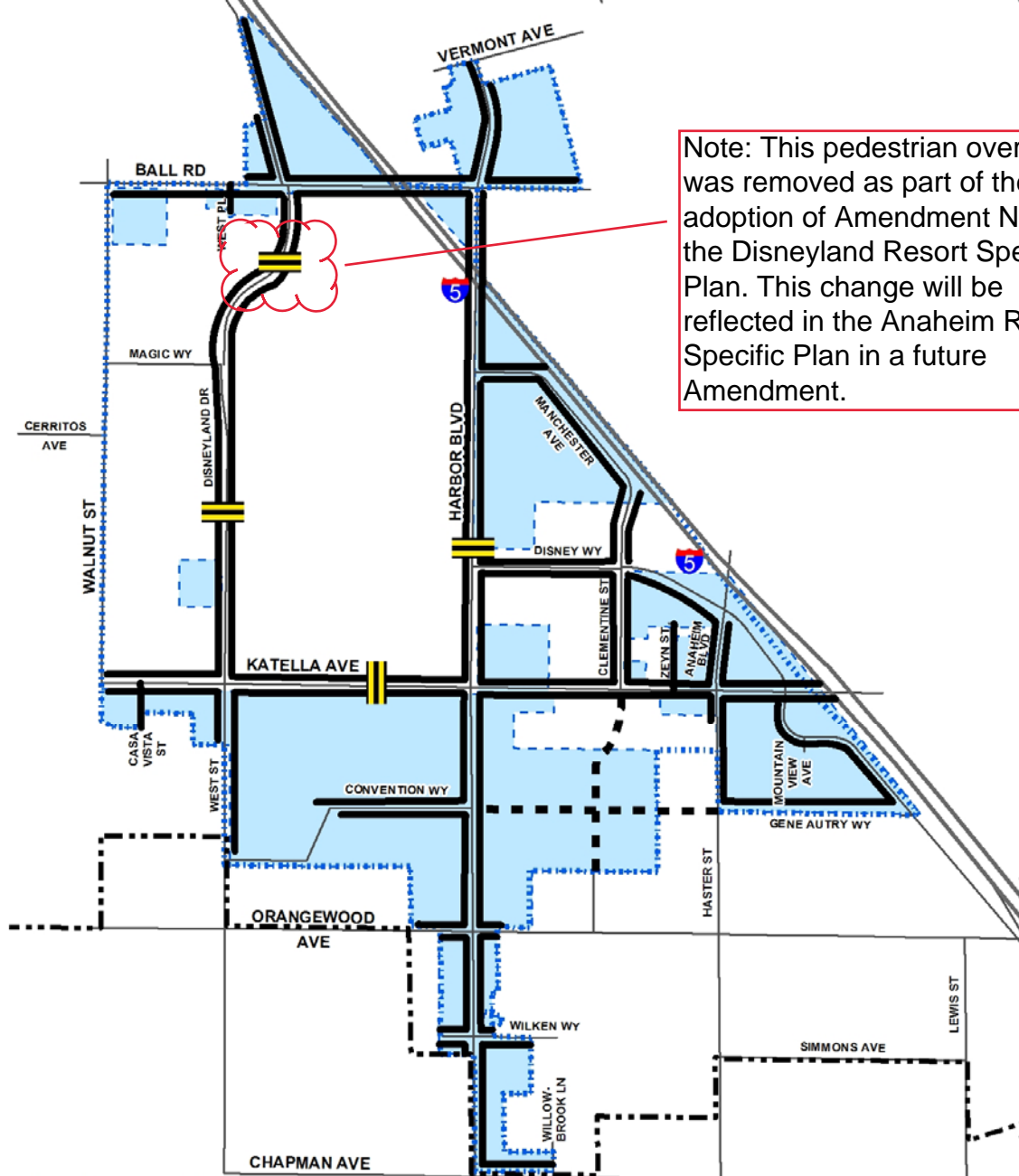
## 4.6 Pedestrian Circulation Plans

An increase in the number of hotel rooms and the development of new attractions will increase pedestrian activity in The Anaheim Resort. This will enhance the urban character of the area and will require that facilities be enhanced to meet the needs of these pedestrians.

Exhibit 4.6-1 illustrates the pedestrian circulation system within the ARSP area and the surrounding areas. On this plan, pedestrian routes have been identified, as well as the location of the three pedestrian overpasses proposed in The Disneyland Resort Specific Plan and a potential fourth pedestrian overpass over Katella Avenue. The primary destinations of pedestrians within The Anaheim Resort will include:

- Hotels, restaurants and other businesses in The Anaheim Resort;
- The Anaheim Convention Center;
- The existing Disneyland theme park and Disney's California Adventure theme park described in The Disneyland Resort Specific Plan; and
- The proposed East and West Parking Areas described in The Disneyland Resort Specific Plan.

**Exhibit 4.6-1 Pedestrian Circulation Plan**



Note: This pedestrian overpass was removed as part of the adoption of Amendment No. 3 of the Disneyland Resort Specific Plan. This change will be reflected in the Anaheim Resort Specific Plan in a future Amendment.

**Pedestrian Circulation**

- Anaheim Resort Specific Plan Boundary
- The Anaheim Resort™ Boundary
- Anaheim City Boundary
- Designated for Future Extension in General Plan Circulation Element
- Pedestrian Routes
- Pedestrian Overpass proposed in The Disneyland Resort Specific Plan
- Potential Future Pedestrian Overpass



## 4.7 Water

The City of Anaheim Public Utilities Department provides water to the ARSP area. Its sources include both wells to tap groundwater resources, and water purchased from the Metropolitan Water District. Based on preliminary estimates, the average additional daily water consumption for The Anaheim Resort will be about 7 million gallons (including The Disneyland Resort).

The existing water supply system consists of numerous water lines that surround or traverse the ARSP area. Modification of this system is necessary to provide water at the pressures and in the quantities needed to supply the ARSP area. The following is a list of the improvements that have been made to the water distribution system to support implementation of the ARSP.

- Replacement of the 8-inch pipe in Clementine Street from Katella Avenue to Disney Way with a 20-inch pipe;
- Replacement of the existing 10-inch pipe in Disney Way from Clementine Street to Harbor Boulevard with a 20-inch pipe;
- Installation of a new well (Well 55) near the intersection of Clementine Street and Disney Way;
- Replacement of the existing 10-inch pipe in Harbor Boulevard from Convention Way to Disney Way with a 20-inch pipe;
- Replacement of the existing 10-inch pipe in Harbor Boulevard from Disney Way to Harbor Boulevard north of Manchester Avenue with a 16-inch pipe;
- Replacement of the existing 12-inch pipe in Katella Avenue from Harbor Boulevard to Clementine Street with a 20-inch pipe; and,
- Replacement of the existing 12-inch and 14-inch pipes in West Street/Disneyland Drive

from Ball Road to Katella Avenue with a 20-inch pipe.

- Replacement of the 8-inch pipe in Clementine Street from Katella Avenue to Disney Way with a 20-inch pipe;
- Replacement of the existing 10-inch pipe in Disney Way from Clementine Street to Harbor Boulevard with a 20-inch pipe;
- Installation of a new well (Well 55) near the intersection of Clementine Street and Disney Way;
- Replacement of the existing 10-inch pipe in Harbor Boulevard from Convention Way to Disney Way with a 20-inch pipe;
- Replacement of the existing 10-inch pipe in Harbor Boulevard from Disney Way to Harbor Boulevard north of Manchester Avenue with a 16-inch pipe;
- Replacement of the existing 12-inch pipe in Katella Avenue from Harbor Boulevard to Clementine Street with a 20-inch pipe; and,
- Replacement of the existing 12-inch and 14-inch pipes in West Street/Disneyland Drive from Ball Road to Katella Avenue with a 20-inch pipe.

The following additional improvements to the water distribution system will be made as part of the on-going implementation of the ARSP.

- Installation of a 16-inch pipe in Harbor Boulevard from Orangewood Avenue to Chapman Avenue; and
- Provision for a new well to be constructed near the intersection of Haster Street and Orangewood Avenue.

Additional information about water use, supply and improvements is provided in SEIR No. 340.

Water conservation is an important part of the Plan and will be achieved through numerous measures intended to reduce water consumption. Among the measures to be implemented within the ARSP area to the extent applicable, include, but are not limited to, the following:

- Low-flow sprinkler heads in irrigation systems;
- Waterway recirculation systems;
- Low-flow fittings, fixtures, and equipment, including low flush toilets and urinals;
- Efficient irrigation systems such as drip irrigation, low flow irrigation heads, automatic irrigation scheduling equipment, flow sensing controls, rain sensors, soil moisture sensors and other water conserving equipment;
- Low-flow shower heads in hotels;
- Water efficient ice-machines, dishwashers, clothes washers and other water-using appliances;
- Irrigation systems used primarily at night when evaporation rates are lowest;
- Provision of information to the public in conspicuous places regarding water conservation;
- Water conserving landscape plant materials; wherever feasible; and,
- Construction of separate irrigation lines and implementation of recycled water when it becomes available.

In addition to these measures, development in the ARSP area will comply with the Water Efficiency Landscape Ordinance adopted to implement the State of California Water Conservation in Landscaping Act (AB 1881)

## 4.8 Sanitary Sewer

The ARSP area is served by local sewer lines owned and maintained by the City of Anaheim. Wastewater in the local sewer lines generally flows south and then west to the Orange County Sanitation District (OCSD) sewer trunks on Walnut Street, Euclid Street, 9<sup>th</sup> Street, Ball Road and Katella Avenue. Wastewater from the ARSP area is conveyed through sewer trunks and interceptors to the OCSD Treatment Plant No. 1 in Fountain Valley.

The Combined Central Anaheim Area Master Plan of Sanitary Sewers (adopted by Anaheim City Council on December 12, 2006 by Resolution No. 2006-255), the Combined Central Anaheim Area Master Plan of Sanitary Sewers – Amendment to the Anaheim Resort Specific Plan study dated August 2009 and the Revision to the Technical Memorandum for the Amendment to the Anaheim Resort Specific Plan prepared in November 2010 analyze sewer system capacity for the ARSP area.

Table 4.8-1 lists the new sewer lines to be constructed or relocated specifically for continued development within the ARSP area.

**Table 4.8-1 Existing Sewer System Deficiencies and Recommended Improvements for Year 2030**

<b>Location</b>	<b>Limits</b>	<b>Existing Diameter (inches)</b>	<b>Improvements (parallel or replacement)</b>	<b>Selected Diameter</b>
<i>Ball Road</i>	<i>West St to E/Walnut</i>	<b>24</b>	<b>P</b>	<b>18</b>
<i>Ball Road</i>	<i>Claremont to W/Harbor</i>	<b>24</b>	<b>P</b>	<b>18</b>
<i>Katella Ave</i>	<i>Walnut to Ninth St</i>	<b>24</b>	<b>R</b>	<b>27</b>
<i>Katella Ave</i>	<i>West St to Walnut</i>	<b>24</b>	<b>R</b>	<b>27</b>
<i>Katella Ave</i>	<i>Harbor to 650 ft E/West St</i>	<b>24</b>	<b>R</b>	<b>27</b>
<i>Orangewood Ave</i>	<i>Ninth to Harbor</i>	<b>18</b>	<b>P</b>	<b>21</b>
<i>Wakefield Ave</i>	<i>Mt. View to W/Mt. View</i>	<b>8</b>	<b>R</b>	<b>12</b>
<i>Mt. View Ave</i>	<i>Wakefield to Pearson</i>	<b>8</b>	<b>R</b>	<b>12</b>
<i>Mt. View Ave</i>	<i>Pearson to Orangewood</i>	<b>8</b>	<b>R</b>	<b>15</b>
<i>Orangewood Ave</i>	<i>Mt. View to Haster</i>	<b>10</b>	<b>R</b>	<b>15</b>
<i>Orangewood Ave</i>	<i>Haster to Clementine</i>	<b>10</b>	<b>R</b>	<b>15</b>
<i>Orangewood Ave</i>	<i>Clementine to Harbor</i>	<b>10</b>	<b>R</b>	<b>18</b>
<i>Katella Ave</i>	<i>E/o Ninth St to Ninth St</i>	<b>24</b>	<b>R</b>	<b>27</b>
<i>Katella Ave</i>	<i>Clementine to Harbor</i>	<b>21</b>	<b>R</b>	<b>24</b>

<b><i>Location</i></b>	<b><i>Limits</i></b>	<b><i>Existing Diameter (inches)</i></b>	<b><i>Improvements (parallel or replacement)</i></b>	<b><i>Selected Diameter</i></b>
<i>Katella Ave</i>	<i>300 ft E/Anaheim to Anaheim</i>	<b>21</b>	<b>R</b>	<b>24</b>
<i>Harbor Blvd</i>	<i>500 ft S/Katella to Katella</i>	<b>8</b>	<b>R</b>	<b>10</b>
<i>Harbor Blvd</i>	<i>Wilken Way to Chapman</i>	<b>15</b>	<b>P</b>	<b>12</b>
<i>Wilken Way</i>	<i>700 ft W/Harbor to Harbor</i>	<b>12</b>	<b>R</b>	<b>15</b>
<i>Clementine St</i>	<i>Disney Way to Katella</i>	<b>12</b>	<b>R</b>	<b>27</b>
<i>Haster</i>	<i>950 ft S/Katella to Katella</i>	<b>12</b>	<b>R</b>	<b>27</b>
<i>Disneyland Drive</i>	<i>1600 ft N/Katella to 2200 ft N/Katella</i>			

## 4.9 Storm Drain

Storm water from the northern portion of the ARSP area will flow west in new or existing underground storm drains to the Anaheim-Barber Channel, located several hundred feet west of, and parallel to Walnut Street as identified in the Master Plan of Storm Drainage for Anaheim Barber City Channel Tributary Area June 2009 (adopted by Anaheim City Council on October 27, 2009 by Resolution No. 2009-163). Storm water from the southern portion of the ARSP area will flow south to the East Garden Grove-Wintersburg Channel as identified in the Master Plan of Storm Drainage for East Garden Grove Wintersburg Channel Tributary Area January 2006 (adopted by Anaheim City Council on March 7, 2006 by Resolution No. 2006-029). Eventually, the storm water from the entire ARSP area empties into the ocean at Huntington Harbor.

The following is a list of the planned facilities to be constructed to handle the storm water flows from the ARSP area:

- A relief drain in Harbor Boulevard, Vermont Avenue and East Street;
- An upgrade drain in Ball Road;

- A parallel or relief drain in Cerritos Avenue, Walnut Street and Magic Way;
- An upgrade or parallel storm drain in Katella Avenue and an upgrade drain and new storm drain line north of it in Anaheim Boulevard;
- An upgrade drain in Manchester Avenue;
- New storm drain lines in Guinida Lane, Palm Street and Winston Road;
- A parallel or upgrade drain in Orangewood Avenue, Harbor Boulevard and Wilken Way;
- A relief drain in Haster Street and Gene Autry Way.
- A parallel or upgrade drain in Hotel Way

All new development and/or redevelopment projects shall participate in the City's Master Plan of Drainage and related Infrastructure Improvement (Fee) Programs to assist in mitigating storm drainage system deficiencies as described in SEIR No. 340.

## 4.10 Electricity

Electricity for the ARSP area is provided by the City of Anaheim Public Utilities Department. Electric utilities are installed underground in accordance with City Electrical Construction Standards, the Electric Rates, Rules and Regulations, and the Development Standards and Guidelines for The Anaheim Resort. Full implementation of the ARSP will increase the demand for electricity by approximately 291.7 million kilowatt hours annually and an estimated 799,344 kilowatt hours on an average day. The estimated net increase in electrical demand associated with implementation of the ARSP area is 110.5 million volt amperes.

As part of an existing City of Anaheim Capital Improvement Program, the existing overhead electric utilities on Katella Avenue, West Street/Disneyland Drive, and Harbor Boulevard were placed underground. The undergrounding was completed prior to or at the same time that the area street improvements were completed. New lines constructed to serve the area will also be placed underground.

As The Anaheim Resort develops, a new substation facility will be constructed. The proposed substation is tentatively planned for construction in 2015.

In order to conserve energy, the owner or developer shall implement energy saving practices which may include the following:

- High-efficiency air-conditioning with EMS (computer) control;
- Variable air volume (VAV) distribution
- Outside air (100%) economizer cycle;
- Staged compressors or variable speed drives to flow varying thermal loads;
- Isolated HVAC zone control by floors/separable activity areas;
- Specification of premium-efficiency electric motors (i.e., compressor motors, air-handling units, and fan-coil units);
- Use of occupancy sensors in appropriate spaces;
- Use of compact fluorescent lamps;
- Use of cold cathode fluorescent lamps;
- Use of light emitting diode (LED) or equivalent energy-efficient lighting for outdoor lighting;
- Use of Energy Star® exit lighting or exit signage;
- Use of T-8 lamps and electronic ballasts where applications of standard fluorescent fixtures are identified;
- Use of lighting power controllers in association with metal-halide or high-pressure sodium (high intensity discharge) lamps for outdoor lighting and parking lots;
- Consideration of thermal energy storage air-conditioning for spaces or facilities that may require air-conditioning during summer, day-peak periods;
- For swimming pools and spas, incorporate solar heating, automatic covers, and efficient pumps and motors, as feasible; and
- Participation in energy efficiency incentive programs;

The Public Utilities Department will coordinate with property owners and developers to incorporate feasible renewable energy generation measures, including but not be limited to the use of solar and small wind turbine sources on new and existing facilities and the use of solar powered lighting in parking areas. In



addition, new building construction will be required to exceed Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings at the time of building permit application by at least 10 percent.

#### **4.11 Natural Gas**

Natural gas for the ARSP area will be delivered by Southern California Gas Company, which maintains both standard and high pressure gas lines in the vicinity of the ARSP area. Wherever practical, development within the ARSP area will be required to incorporate energy-saving means into the project to reduce consumption of natural gas. In addition, many of the energy conservation measures described in Section 4.10 above will also result in natural gas savings.

#### **4.12 Telephone Services**

AT&T provides telephone, digital cable, and high-speed internet services to the ARSP area. Existing facilities are located in the developed areas surrounding the ARSP area. The infrastructure capacity for telephone service typically expands with new development.

#### **4.13 Television/Cable Service**

Time Warner Cable currently provides both fiber and coaxial feeds in the ARSP area for a variety of services including, but not limited to, standard and high definition cable television service, PRI T1 telephony circuit(s), cable television service, high speed internet, and digital telephone service.

#### **4.14 Solid Waste**

Solid waste from the ARSP area will be collected by a City contracted disposal company. Collected waste is processed through Republic Waste Services of Southern California LLC's Regional Material Resource Recovery Facility (MRF). The facility contains an 800-foot-long automated and manual sorter/conveyor system that separates more than 70 types of recyclables. Remaining non-recyclable waste is processed and consolidated before delivery to the Brea-Olinda Alpha landfill in unincorporated Orange County adjacent to the City of Brea. In addition to the processing of collected waste at the MRF for recyclable materials, one or more solid waste reduction programs may be required of new development, including but not limited to:

- Facilitating recycling by providing chutes or convenient locations for sorting and recycling bins;
- Facilitating cardboard recycling (especially in retail areas) by providing adequate space and centralized locations for collection and storing;
- Facilitating glass recycling (especially from restaurants) by providing adequate space for sorting and storing;
- 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;
- Prohibiting curbside pick-up; and,
- Providing the following on-going practices during project operations as feasible:
  - Use 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; and
- Collection of glass, plastics, kitchen grease, laser printer toner cartridges, oil, batteries, and scrap metal for recycling or recovery.

Property owners that develop in accordance with the ARSP will be required to implement a Waste Management Plan that includes, but is not limited to:

- Detailing the location and design of on-site recycling facilities;
- Providing on-site recycling receptacles to encourage recycling;
- Complying with all Federal, State, County, and City regulations for hazardous material disposal; and,
- Participating in the City's "Recycle Anaheim" program or any additional substitute programs as developed by the City.

#### 4.15 Public Services

The City of Anaheim Fire Department will provide fire protection, emergency medical response, fire inspection and other services to the ARSP area. The City Fire Department, in conjunction with the Utilities Department has set the minimum standards for water flow for the ARSP area. In addition, they will review all future development for compliance with City Fire Department standards. Typical requirements include the installation of sprinklers in accordance with the Anaheim Municipal Code, preparation of emergency fire access and construction fire protection plans, provision of adequate access to structures for fire fighting vehicles and location of fire hydrants in conveniently accessible locations. Since continued development in the ARSP area will increase the number of service calls to the

Fire Department, new development shall be required to participate in fair share funding of the following measures intended to improve fire protection:

- One additional fire truck company.
- One additional paramedic company.
- Modifications to existing fire stations to accommodate the additional fire units, additional manpower, equipment and facilities.
- 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.

The Anaheim Police Department provides law enforcement services to the ARSP area. The Police Department is divided into four service districts (Central [Main], South, East, and West) each containing a police station. The ARSP is located within the Central District and is served by the Central Station.

Law enforcement services to be provided by the Police Department include traffic control and enforcement, narcotics violations, crime control, community and tourist regulation, detention facilities, various investigations, and patrol. The additional police service personnel needed for the development of The Anaheim Resort will be funded through annual tax proceeds and incremental growth in and around The Anaheim Resort.