

The Disneyland Resort Specific Plan

***Section 6.0: General  
Plan Consistency***



California Government Code §65450-§65453 permit the adoption and administration of Specific Plans as an implementation tool for elements contained within the local General Plan. Specific Plans must demonstrate consistency in regulations, guidelines and programs with the goals, objectives, policies, programs and uses that are set forth in the General Plan. The Anaheim General Plan contains the Land Use, Redevelopment, Circulation, Scenic Highways, Environmental Resource and Management (including Conservation; Open Space; Parks, Recreation and Community Services; and Safety and Seismic Safety), Housing, Noise and Growth Management Elements. The General Plan Amendments associated with this Specific Plan are discussed in detail in Section 10.0 of this document. This Specific Plan has been prepared in conformance with the goals and policies of the General Plan.

Subsections 6.1 through 6.10 include a discussion of the Specific Plan's conformance with the relevant goals and policies of each of the applicable Elements of the General Plan (note subsection 6.10 pertains to the Anaheim GardenWalk Overlay).

**6.1 General  
Community  
Objectives and  
Policies**

This section describes the general community objectives and policies from the General Plan.

**6.1.1 General Community Objective 1**

Maintain and enhance the residential environment of Anaheim's living areas.

**6.1.1.1 Project Implementation**

Implementation of the Specific Plan will protect and enhance the surrounding residential uses through the following means. First, development setback areas will be created and maintained which will provide an aesthetically appealing, landscaped buffer between the Specific Plan area and residential areas. In Walnut Street, a minimum 15-foot landscaped median will be constructed and a minimum 30-foot wide landscaped setback from the back of the sidewalk will be maintained for new construction. Further, all structures in the Future Expansion District adjacent to residential zones are required to have a minimum 50-foot wide building setback with a minimum 20-foot wide landscaped area as shown in Section 5.0, 'The Design Plan' of the Specific Plan. Second, extensive screen type landscaping will be provided in all setbacks adjacent to residential zones. Third, heights of buildings adjacent to

Walnut Street will be a maximum of 40-feet high at the setback in both the Hotel and Parking Districts; maximum heights will increase at a rate of one additional foot in height for each two additional feet of setback to the maximum height of the District in the West Parking District the maximum height for the main structure will be 65 feet; in the Hotel District, the maximum building height will be limited to protect views into the theme parks, and may range from 90 to 140 feet. Fourth, views into residential properties will be minimized since no hotel windows will be permitted within one hundred (150) feet of the property line, and windows will be oriented away from residential areas. Fifth, convenient access to the parking facilities from 1-5 Freeway will minimize the use of local streets by visitors to The Disneyland Resort Specific Plan area. Resort visitors will be encouraged by signage to enter the Resort via West Street/Disneyland Drive and no visitors will be directed to Walnut Street/Cerritos Avenue between Walnut Street and West Street/Disneyland Drive will be relocated northerly up to 1,100 feet which will make through access inconvenient to Cerritos Avenue west of Walnut Street where residential neighborhoods are located.

## **6.1.2 General Community Objective 2**

Maintain and enhance Anaheim as a regional, cultural and employment center by diversifying and enhancing the economic base of the community.

### **6.1.2.1 Project Implementation**

The primary planning concept for The Disneyland Resort Specific Plan is to create an urban destination resort that features several theme park attractions, resort hotels, restaurants, and shopping opportunities. By creating a destination resort with more attractions, lodging and dining facilities, visitors will be encouraged to stay for several days, or more, and to enjoy the variety of recreation and entertainment opportunities available within the City of Anaheim. The Disneyland Resort project will directly add new jobs as a result of its construction and operation. It will also induce new jobs as a result of income spent by workers filling these direct jobs. It may, in addition, result in indirect employment, to the extent that direct employment leads to local purchases of materials and services.

### **6.1.3 General Community Objective 3**

Maintain and encourage Anaheim's position as a nationally recognized tourist, convention and recreation center.

#### **6.1.3.1 Project Implementation**

The purpose of The Disneyland Resort Specific Plan is to create a destination resort with gated attractions, more hotel accommodations, and increased opportunities for shopping, dining and other recreational uses. The project will create a synergy by consolidating gated attractions in close proximity to each other and providing a wide range of visitor-serving facilities. Specific Plan objectives include, among others:

- The creation of a fully-integrated resort attracting approximately 24.5 million visitors annually and accounting for a net employment increase of 11,848 people or 4,258 full-time equivalent jobs.
- To transform Disneyland from a primarily day-use theme park into a destination resort, increasing length of stay for Southern California residents, as well as visitors from around the world.
- The enhancement of The Anaheim Resort by providing a wider range of attractions, hotel accommodations, restaurants and shopping opportunities, and improved landscaped spaces such as medians, parkways and walkways to create a unified identity to serve as the impetus for further growth and diversity in and around Anaheim.

### **6.1.4 General Community Objective 4**

Provide all working, living and recreation areas with a full range of community facilities and services.

#### **6.1.4.1 Project Implementation**

In conjunction with adding attractions and lodging facilities, another important Disneyland Resort Specific Plan objective is to improve public facilities and infrastructure to accommodate the growth and development that will occur in the Specific Plan area. The main public facility components to be improved as a result of the Specific Plan include: the transportation infrastructure (realignment and overcrossing of Ball Road by West Street/ Disneyland Drive, new signalized intersections and turn pockets at

West Street/Disneyland Drive, widening of Disney Way from 90 feet to 113 feet to serve the traffic entering and leaving the East Parking Area in the Parking District, landscape improvements to Clementine Street and the widening of Katella Avenue at the Harbor Boulevard intersection), the pedestrian environment (walkways and grade-separated crossings over Harbor Boulevard and West Street/Disneyland Drive), and the streetscape (landscaped medians, parkways and setbacks), as discussed in Section 4.0. 'Public Facilities Plan.

## **6.2 Land Use Element**

This section describes the portions of the Land Use Element of the General Plan which apply to the Specific Plan.

### **6.2.1 Commercial Areas Goals and Policies**

- To meet the continuing needs and demands of the community for commercial goods and services at well-designed, safe, and convenient locations within the community;
- To increase sales tax yields and further enhance the economic base of the community, thereby lessening the tax burden on real property;
- To maintain and enhance the position of the community as a nationally recognized tourist center.

#### **6.2.1.1 Policy**

Encourage and provide for the development of a broad range of quality commercial facilities at appropriate locations throughout the community.

#### **6.2.1.2 Project Implementation**

The Disneyland Resort Specific Plan provides for the development of quality visitor-serving commercial facilities, consistent with the Commercial Recreation General Plan Designation, such as:

- Theme Parks-construction of the new 147-acre theme park, as well as ongoing modification to the existing Disneyland theme park;
- Hotels-new hotels, with a maximum of 4,600 new rooms (excluding new District A and C-R Overlay rooms) and 1,000 existing rooms renovated; and,
- Public Parking Facilities-major public parking facilities may contain approximately 34,300 spaces.

### **6.2.1.3 Policy**

Encourage the grouping of complementary commercial uses adjacent to arterial highways; and, the total citywide inventory will reasonably relate to the size and character of the population to be served.

### **6.2.1.4 Project Implementation**

The Disneyland Resort Specific Plan implements this policy by grouping visitor-serving commercial uses adjacent to arterial highways, including Harbor Boulevard, Katella Avenue, Ball Road., and West Street/Disneyland Drive.

### **6.2.1.5 Policy**

Encourage the development of well-designed commercial areas through the application of site development standards which provide for:

- the compatible integration of commercial uses when they are adjacent to residential and industrial areas; and,
- adequate off-street parking, loading areas, landscaping, and other appropriate site improvements.

### **6.2.1.6 Project Implementation**

The Specific Plan area is designed to protect the adjacent residential and industrial land uses from intrusions. The few industrial uses within The Anaheim Resort are non-conforming under the existing zoning. Landscaped buffers between Specific Plan area facilities and residential and industrial land uses are included in the Specific Plan. Extensive site improvements are also provided., such as off street parking contained in public parking facilities, a visitor drop-off area along the west side of Harbor Boulevard adjacent to the Theme Park District or internal to the East Parking Area or other accessible location to the Theme Park District, and extensive landscaping which will tie the entire Specific Plan area together. Convenient access to the public parking facilities from Interstate 5 will minimize the impact of traffic on local streets by visitors to The Disneyland Resort Specific Plan area.

### **6.2.1.7 Policy**

Provide all commercial developments with adequate and safe access to transportation facilities, fire and police protection, public utilities, and other necessary community services.

### **6.2.1.8 Project Implementation**

Implementation of the Specific Plan will enhance existing Transportation facilities and provide for construction of new ones. Vehicular access will be enhanced by improvements to collector and arterial roadways and well designed public parking facilities with convenient freeway access that minimizes traffic on existing streets. Access will be further improved by innovative pedestrian and/or transportation systems from the public parking facilities, and by the existing monorail system. The Specific Plan in conjunction with the Environmental Impact Report, also provides for adequate fire and police protection with the Anaheim Fire and Police Departments providing protection to the facilities. The Fire and Police Departments will review building plans and Final Site Plans, and make recommendations to increase the effectiveness of their services. In addition, The Disneyland Resort Specific Plan provides for the expanded operation of the private Disneyland Fire and Security Departments. The Disneyland Fire Department will continue to provide the following fire prevention activities: preconstruction checks, preinvestigation of fires and alarms, preplanning for fires and evacuations, fire prevention programs and pyrotechnics and special effects standbys. The Disneyland Security Department will continue to provide the initial response, investigation and report writing for nearly all crimes within Disney controlled properties. Section 4.0 of the Specific Plan provides a Public Facilities Plan which details all necessary improvements to water, sanitary sewer, storm drain, electricity, natural gas, telecommunications, and solid waste services.

### **6.2.1.9 Policy**

Encourage the development of quality facilities which complement conventions, family entertainment, and recreation within appropriate areas of the community.

### **6.2.1.10 Project Implementation**

The Specific Plan is designed to directly implement this policy by creating an urban destination resort that will provide substantial visitor facilities to meet the long-term demand for entertainment, lodging, and retail uses, and will extensively expand the amount of hotel and theme park facilities available. The Specific Plan provides detailed design objectives and implementation mechanisms to ensure consistent

high quality of all facilities and improvements, such as extensive urban design and landscaping plans and detailed development regulations.

#### **6.2.1.11 Policy**

Maintain the integrity of the Commercial Recreation Area by permitting only compatible land uses within this designated area.

#### **6.2.1.12 Project Implementation**

The Specific Plan will help to enhance The Anaheim Resort by providing a wider range of attractions, hotel accommodations, restaurants, shopping opportunities, pedestrian walkways and street overcrossings, and landscaped streetscape areas such as medians and parkways to establish a unified resort identity. The Theme Park, Hotel, Parking, and Future Expansion Districts will allow uses which are compatible with the uses currently allowed in The Anaheim Resort.

#### **6.2.1.13 Policy**

Evaluate the interrelationship between the 'Downtown' Area Redevelopment and the continued growth in the Commercial Recreation Area including both the Disneyland/Convention Center Area and the Anaheim Stadium Area to maintain the integrity of development trends.

#### **6.2.1.14 Project Implementation**

The architectural character and quality of the buildings proposed for areas visible from public rights-of-way will be controlled through a combination of development regulations including: setback requirements and height restrictions set forth in Section 7.0 and design guidelines set forth in Section 5.0 of the Specific Plan document. The architectural character, landscape character, signs and street furnishings will all provide a premiere destination resort identity. These treatments will be compatible with proposed developments in the Downtown Area and the Anaheim Stadium Business Center. Growth in each area will enhance the City's overall image as a regional commercial and recreation center.

## **6.2.2 Community Services and Facilities Goals and Policies**

### **6.2.2.1 Goal-Police**

To meet community needs for public safety and law enforcement by utilizing allocated resources for the prevention, detection and investigation of crime, response to calls for service and maintenance of pedestrian and vehicular safety.

### **6.2.2.2 Policy**

Assist in evaluation of land use proposals and development patterns by providing input to the Planning Department to assist in site plan review and building analysis and assessing land use trends and assumptions to determine future needs.

### **6.2.2.3 Project Implementation**

Police and Fire Departments have been involved in reviewing The Disneyland Resort Specific Plan proposal and will also be involved in the review of Final Site Plans and building plans. As discussed in the Public Facilities Plan Section of the Specific Plan, the Disneyland Fire Department will extend existing fire prevention coverage and services to all areas of the proposed Disneyland Resort project. 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. The recommended mitigation measures are identified in the Environmental Impact Report. Approved emergency fire access to the project will be provided.

Expansion of the existing Disneyland Security Department is also planned so that the existing level of service will be maintained. The public parking facilities will be well-illuminated by artificial lighting when open and closed-circuit television monitoring, recording or equivalent security measures will be used extensively. Convenient access to parking areas will be provided from I-5 directly to the public parking areas which will minimize the demand for traffic police support.

## **6.2.3 Infrastructure Goals and Policies**

### **6.2.3.1 Goal-Water System**

To provide service to the citizens of Anaheim in the form of adequate pressure, good quality, and necessary quantities of water to meet both domestic and fire demands.

### **6.2.3.2 Policy**

Provide for the efficient and economic distribution of an adequate water supply and pressure to all residential, commercial, industrial and public areas served by the Municipal Water Distribution System.

### **6.2.3.3 Project Implementation**

The Specific Plan area will be serviced by the Anaheim Public Utilities Department through the existing system which will be modified, as necessary, to provide adequate quantities and pressures to the Specific Plan area. Water conservation will be an important aspect of the plans to implement The Disneyland Resort, achieved through the use of water conserving fixtures, some drought tolerant landscaping, and the possible use of reclaimed water for irrigation and other non-potable uses.

### **6.2.3.4 Goal-Electrical System**

To provide utility services adequate to enhance the health, safety and general welfare of present and future citizens of Anaheim.

### **6.2.3.5 Policy**

Serve electrical energy to all electrical consumers in Anaheim in a reliable and efficient manner which is consistent with good utility and business practices at rates which are equal to or lower than rates for comparable services in adjacent communities.

### **6.2.3.6 Project Implementation**

Due to the demand for power at The Disneyland Resort, one new 100 million volt-amp (MVA) substation to be located in the Theme Park District back-of-house area. The substation will be constructed when warranted by demand projections in either Phase II or Phase III to serve the development. This facility will supply the Specific Plan area with the necessary electrical power.

### **6.2.3.7 Policy**

Encourage and provide for the installation of electrical lines and cables and underground facilities in a manner which enhances the aesthetic appearance of the community.

### **6.2.3.8 Project Implementation**

As part of a current City program, the existing electric utilities on Katella Avenue, West Street/Disneyland Drive, and Harbor Boulevard will be placed underground. Existing SCE lines crossing the existing Disneyland theme park parking lot will be relocated and placed underground or aboveground as part of the development of the Specific Plan area. The project will underground the other existing electrical lines on Walnut Street. New power lines constructed to serve the Specific Plan area will also be placed underground.

### **6.2.3.9 Policy**

Operate and maintain City street lighting facilities for the safety and control of pedestrian and vehicular traffic.

### **6.2.3.10 Project Implementation**

Street lighting will be provided for all streets, parking areas, sidewalks, and pedestrian plazas within the Specific Plan area.

### **6.2.3.11 Goal-Sanitary Sewer System**

To provide adequately sized collector sewers to serve new developments in the City.

### **6.2.3.12 Policy**

Monitor the existing sewer systems for impacts caused by changes in land use and living patterns and provide additional sewer capacity where necessary.

### **6.2.3.13 Project Implementation**

The City of Anaheim has prepared a comprehensive Master Plan of Sewers for the South Central Area. Required mitigation measures will provide for adequate sewer capacity. The Orange County Sanitation District may construct facilities to provide reclaimed water for landscape irrigation purposes. The wastewater treatment facility in Fountain Valley will accommodate waste water generated in the Specific Plan area.

#### **6.2.3.14 Goal-Storm Drain System**

To provide a quality service which will adequately protect and enhance the health, safety, and general welfare of the present and future citizens of the City of Anaheim.

#### **6.2.3.15 Policy**

Provide a storm drainage system which will prevent devastating flood damage and adequately dispose of rainfall and subsequent runoff from a ten-year frequency storm.

#### **6.2.3.16 Project Implementation**

The City of Anaheim has prepared a comprehensive Master Plan of Drainage for the South Central Area that examines the deficiencies and includes a plan encompassing The Anaheim Resort. The above study examined the existing storm drainage systems (Anaheim-Barber City Channel, East Garden Grove Wintersburg Channel, and the West Anaheim Storm Drain), proposed drainage improvements at total build-out conditions, and management techniques or programs. Required mitigation measures will provide for adequate storm drain capacity.

### **6.3 Circulation Element**

This section describes the portions of the Circulation Element that apply to the Specific Plan.

#### **6.3.1 Goals and Policies**

Provide a system of trafficways which is related to the ultimate need for moving people and goods, and which will enhance the appearance and quality of the residential and commercial areas through which they travel. Provide a balanced transportation system which establishes mobility for all ages, efficient and economic movement, compatibility with the environment, and recognizes all available modes of transportation, including yet not limited to, the automobile, mass transit, and facilities to accommodate pedestrians, equestrians and bicycles.

##### **6.3.1.1 Policy**

Classify all streets and highways in accordance with their function and the nature of the area which they are intended to serve. The system of arterial highways will be related to the Orange County Master Plan of Arterial Highways, and to the plans of adjacent cities.

### **6.3.1.2 Project Implementation**

The Circulation Plan is consistent with the results of a traffic study conducted in conjunction with the Environmental Impact Report prepared for The Disneyland Resort Specific Plan. The traffic study included an evaluation of the proposed circulation system modifications and their relationship to the County Master Plan of Arterial Highways. The Public Facilities Section (4.3) includes roadway cross sections which are consistent with the City General Plan. A request for amendment to the County's Master Plan of Arterial Highways was processed and approved in conjunction with this project to make the Master Plan consistent with the Specific Plan and General Plan.

### **6.3.1.3 Policy**

Design access onto major arterial streets in an orderly and controlled manner. Restrict heavy traffic from entering the immediate vicinity of schools and other institutions because of noise and safety factors.

### **6.3.1.4 Project Implementation**

Expanded roads and intersections will be constructed to move automobiles conveniently off the I-5 Freeway into parking facilities. The arterial and secondary system will be improved to increase its capacity. Circulation improvements will be designed in a manner which discourages traffic from entering residential neighborhoods, or negatively affecting schools or other institutions. For example, improved roadways will feed traffic conveniently from the I-5 Freeway into the new public parking facilities.

### **6.3.1.5 Policy**

Provide for the development of new transportation systems and modes.

### **6.3.1.6 Project Implementation**

Mass transit will be utilized in a number of ways in the Specific Plan area in order to minimize automobile traffic on local streets and to move large numbers of people within the Specific Plan area. Innovatively designed and operated public parking facilities connected by the pedestrian and/or transportation systems, and a monorail connecting the theme parks with the Hotel District will improve the efficiency of the transportation system. An external system will connect the Specific Plan area to surrounding uses in The Anaheim Resort and other parts of Anaheim, including van shuttles to hotels,

and private and public buses

#### **6.3.1.7 Policy**

A system of bicycle, pedestrian, hiking and equestrian trails will be established which may be utilized for recreation as well as transportation uses.

#### **6.3.1.8 Project Implementation**

An extensive pedestrian circulation system will be constructed, including plazas, pedestrian overpasses, sidewalks, and parkways designed for pedestrians. The General Plan does not designate any bicycle or equestrian trails within or adjacent to The Disneyland Resort Specific Plan area.

#### **6.3.1.9 Policy**

Redevelop existing circulation facilities to meet present and future demand.

#### **6.3.1.10 Project Implementation**

Significant new facilities for Freeway access will be constructed, and substantial improvements to existing local streets will be made to enhance the overall vehicular circulation in the Specific Plan area. Improvements will be made to a number of streets including: Harbor Boulevard, Katella Avenue, Ball Road, Walnut Street, West Street/Disneyland Drive, Cerritos Avenue, Disney Way, Clementine Street and Manchester Avenue.

### **6.4 Environmental Resource and Management Element**

This section describes the portions of the Environmental Resource and Management Element of the General Plan that apply to the Specific Plan.

#### **6.4.1 Goal and Policies 1**

Insure the efficient utilization and conservation of the City's natural and man-made resources to provide for the health, safety, and economic welfare of the citizens.

##### **6.4.1.1 Policy**

Encourage the retention of agricultural lands, especially those in agricultural preserves, for its food and fibre and as valuable open space where economically feasible.

##### **6.4.1.2 Project Implementation**

All the prime agricultural land (approximately 23.5 acres)

within the Specific Plan area has been designated for Commercial Recreation use in the General Plan since these fields represent remnants of agricultural land and are surrounded by urban uses.

## **6.4.2 Goal and Policies 2**

Provide a full range of parks and recreational facilities and programs which are accessible to all residents.

### **6.4.2.1 Policy**

Enhance the value of the City's Commercial Recreation Area and privately operated recreational facilities as a viable and valuable asset to the City's growing recreational and leisure needs.

### **6.4.2.2 Project Implementation**

The Specific Plan's objectives include the transformation of the existing Disneyland theme park and the remainder of the Specific Plan area from a primarily day-use area into a fully-integrated destination resort and the enhancement of The Anaheim Resort through the provision of a wider range of attractions, hotel accommodations, restaurants, shopping opportunities and public spaces. The development of the theme parks will contribute positively to the City's supply of privately-owned recreation facilities and enhance the value of the Anaheim Resort. The proposed Hotel District will include open landscape areas, and retail and entertainment facilities that will be available to the general public.

## **6.5 Safety and Seismic Safety Element**

This section describes the portions of the Safety and Seismic Safety Element of the General Plan that apply to the Specific Plan.

### **6.5.1 Primary Safety Goal**

To provide for the preservation of life and property by ensuring the most effective and economical use of all resources.

### **6.5.2 Goal-Fire Prevention**

Ensure the availability of adequate supplies of water and water pressure for sufficient fire flows.

#### **6.5.2.1 Policy**

Upgrade all water facilities as needed.

### **6.5.2.2 Project Implementation**

According to the Anaheim Fire Department, improvements to the water system are not required to maintain required water supply and pressure for fire fighting purposes for The Disneyland Resort Specific Plan. However, fire flow demand has been added to the peak day demand to determine water line sizes. Adequate off-site public and on-site private fire hydrants will be provided. The precise number, types and locations of the hydrants shall be determined during site plan review. Hydrants are to be a maximum of four hundred (400) feet apart.

### **6.5.2.3 Policy**

Evaluate development proposals to ensure adequate water supply.

### **6.5.2.4 Project Implementation**

As part of The Disneyland Resort Specific Plan Environmental Impact Report, the peak demand for water was evaluated and mitigation measures were determined to ensure adequate water supply. The water facilities serving the Specific Plan area will be upgraded as discussed in Section 4.6 of the Public Facilities Plan to ensure adequate water supply.

## **6.5.3 Goal-Geologic Hazard**

Minimize the risk to life and property through the identification of hazardous areas, establishment of proper design criteria, and provision for public information.

### **6.5.3.1 Policy**

Mitigate potential disaster through land use and development standards.

### **6.5.3.2 Project Implementation**

The environmental review for the Specific Plan area has examined seismic hazards and has not identified any faults or other serious geologic hazards within the Specific Plan area. All physical improvements in the Specific Plan area will conform to City Building Codes in order to minimize potential hazards.

## **6.5.4 Goal—Flood Hazard**

Minimize the risk to life and property through identification of flood hazard areas.

#### **6.5.4.1 Policy**

Review and evaluate all development proposals located in areas which are subject to flooding.

#### **6.5.4.2 Project Implementation**

The Disneyland Resort Specific Plan area is outside the 100-year flood plain so the impacts associated with potential flooding during a 100-year storm event is low.

#### **6.5.5 Goal—Disasters**

Minimize the risk to life and property through disaster preparedness and public awareness.

##### **6.5.5.1 Policy**

Provide for streets to be used as the major source of evacuation.

##### **6.5.5.2 Project Implementation**

Major arterials in the Specific Plan area will be widened and otherwise improved, increasing their efficiency and capacity for use in evacuation. Further mitigation measures are set forth in the Environmental Impact Report.

### **6.6 Housing Element**

This section describes the portions of the Housing Element of the General Plan that apply to the Specific Plan.

#### **6.6.1 Goal—Housing and Neighborhood Quality**

To provide Anaheim’s residents with quality housing and safe, attractive neighborhoods.

##### **6.6.1.1 Policy**

Safeguard the City’s stable neighborhoods from intrusion by incompatible uses or structures.

##### **6.6.1.2 Project Implementation**

The Specific Plan implements the existing Commercial Recreation General Plan designation. Implementation of the Specific Plan will enhance and protect the surrounding residential uses through the following means. First,

development setback areas will be created and maintained which will provide an aesthetically appealing, landscaped buffer between the Specific Plan area and residential areas. On Walnut Street, which is adjacent to residential neighborhoods, a minimum 15-foot wide landscaped median will be constructed and a minimum 30-foot wide landscaped building setback measured from the back of the sidewalk will be maintained for the Hotel and Parking Districts. For the Future Expansion District, all property lines adjacent to residential zones are required to have a minimum 50-foot wide building setback with a minimum 20-foot wide landscaped area. Second, extensive screen-type landscaping will be provided in the Hotel and Parking District setback adjacent to Walnut Street and all setbacks in the Future Expansion District adjacent to residential zones. Third, heights of buildings adjacent to residential zones will not exceed 40 or 50 feet at the building setback and increases in height will be limited to one additional foot of height for each additional two feet of setback, up to the maximum height permitted in the District. Fourth, views into residential properties will be minimized since no hotel windows will be permitted within one hundred and fifty (150) feet of the property line, and windows will be oriented away from residential areas. Fifth, convenient access to the public parking facilities from the I-5 Freeway will minimize the impact of traffic on local streets by visitors to The Disneyland Resort Specific Plan area. Resort visitors will be encouraged by signage to enter the Resort via West Street/Disneyland Drive and no visitors will be directed to Walnut Street. Finally, to enhance local circulation, Cerritos Avenue, between Walnut Street and West Street/Disneyland Drive, will be relocated up to 1,100 feet north to make through access inconvenient to Cerritos Avenue west of Walnut Street where residential neighborhoods are located.

## **6.6.2 Goal—Housing Affordability**

To provide affordable housing opportunities commensurate with the City's regional needs.

### **6.6.2.1 Policy**

Continue to prevent the loss of residentially zoned sites to non-residential uses and/or inappropriate density, through careful consideration of zoning reclassifications.

### **6.6.2.2 Project Implementation**

After careful consideration, and due to the fact that this property is surrounded on three sides by land designated for Commercial Recreation land uses, a 5.7-acre portion of The Disneyland Resort Specific Plan area was redesignated from

Medium Density Residential, which permits up to 36 dwelling units per acre to Commercial Recreation as part of General Plan Amendment No. 331 described in Section 10.0 of this Specific Plan. This property was zoned RS-A-43,000 (Residential, Agricultural) and became part of The Disneyland Resort Specific Plan (SP92-1) with adoption of this Specific Plan.

## **6.7 Noise Element**

This section describes the portions of the Noise Element of the General Plan that apply to the Specific Plan.

### **6.7.1 Goals and Policies**

To protect those existing regions of the City for which noise environments are deemed acceptable and also those locations throughout the City deemed ‘noise sensitive.’

To encourage the reduction of noise from all sources such as motor vehicles, industrial/commercial activity, aircraft operations, home appliances, and railroad movements.

#### **6.7.1.1 Policy**

The City shall develop acceptable noise standards consistent with health and quality-of-life goals and employ effective techniques of noise abatement through such means as a noise ordinance, building code amendment, and subdivision and zoning regulations.

#### **6.7.1.2 Project Implementation**

The proposed project includes several noise reducing features. Low altitude fireworks displays at the new theme park will minimize noise from new shows. The perimeter of the project will be provided with extensive landscaping in the setback areas as discussed in the Design Plan in Section 5.0 of the Specific Plan. Convenient access for visitors from I-5 Freeway to the public parking facilities will minimize traffic on surface streets in the project area, reducing traffic noise. Noise from parking facilities will be reduced by deck barriers at each level and textured driving surfaces. Additionally, along Walnut Street noise attenuation louvers in openings on the first and second level, solid walls with landscaped planters on the upper levels adjacent to Walnut Street; and noise attenuation louvers along the northern openings adjacent to hotel uses will be provided. Design and operation of the amphitheater will comply with noise level criteria to maintain noise at levels recommended by the Environmental Impact Report.

### **6.7.1.3 Policy**

Standards to regulate noise from construction activities shall be expanded and enforced. Particular emphasis shall be placed on the restriction of the hours which other than emergency work may occur.

### **6.7.1.4 Project Implementation**

Construction activities will comply with Chapter 6.70 of the Anaheim Municipal Code, Sound Pressure Levels, which restricts noise levels from construction activities between 7 p.m. and 7 a.m. All construction equipment shall be equipped with properly operating and maintained mufflers.

### **6.7.1.5 Policy**

Sound amplification equipment shall not be used within public spaces, in proximity to noise sensitive areas and/or on streets and highways within the City during the late night and early morning hours.

### **6.7.1.6 Implementation**

No sound amplification equipment will be used on public rights-of-way or in close proximity to noise sensitive areas.

### **6.7.1.7 Policy**

The noise produced by power tools, lawn mowers, power edgers, etc. shall not intrude upon adjacent residential spaces during the late evening, night and early morning hours.

### **6.7.1.8 Project Implementation**

These types of power tools will not be operated near adjacent residential uses during the late evening, night and early morning hours. Areas adjacent to residential uses include areas in the Hotel and Parking Districts adjacent to Walnut Street and areas in the Future Expansion District adjacent to the residential uses along Haster Street.

### **6.7.1.9 Policy**

When constructing new freeways, modifying freeway ramps or freeway access on right-of-way within the City, the City shall encourage that preference be given to methods of design which reduce noise impacts on adjacent lands.

#### **6.7.1.10 Project Implementation**

The State of California Department of Transportation (CALTRANS) will be responsible for the installation of improvements to the I-5 Freeway on- and off-ramps within The Disneyland Resort Specific Plan area.

#### **6.7.1.11 Policy**

Employment of noise mitigation measures in the design of all future streets and highways and establishment of buffers between the arterials and adjoining noise sensitive areas.

#### **6.7.1.12 Project Implementation**

The Specific Plan provides for landscaped buffers along the major arterials to reduce noise impacts on surrounding areas. The Disneyland Resort Environmental Impact Report discusses noise impacts associated with The Disneyland Resort. The recommended mitigation measures are identified in the Environmental Impact Report.

#### **6.7.1.13 Policy**

Where appropriate, sound walls, berms and landscaping along existing and future highways and railroad rights-of-way, to beautify the landscape and reduce noise shall be required.

#### **6.7.1.14 Project Implementation**

Road improvements in the Specific Plan area will utilize extensive landscaped buffers which will reduce noise and beautify the landscape. No railroad right-of-way is located within the Specific Plan area.

### **6.8 Growth Management Element**

This section describes the portions of the Growth Management Element of the General Plan that apply to the Specific Plan.

#### **6.8.1 Growth Management Goals and Policies for Land Use**

##### **6.8.1.1 Goal**

Provide a full range of land uses in the City to meet the physical, social and fiscal needs necessary to the well-being of existing and future citizens.

### **6.8.1.2 Policy**

Direct growth and change to those areas of the City where existing system capacities can accommodate additional demand or where these systems can be readily improved.

### **6.8.1.3 Project Implementation**

The Disneyland Resort Specific Plan area is located in The Anaheim Resort which the City of Anaheim has identified in its Economic Development Strategic Plan adopted in 1990 as a priority growth area.

There will be infrastructure improvements to upgrade the existing system capacities as identified and discussed in Section 4.0, 'Public Facilities Plan.'

### **6.8.1.4 Policy**

Assure a balance of commercial, industrial and residential land uses in order to retain/enhance the economic base of the City.

### **6.8.1.5 Project Implementation**

The Economic Development Strategic Plan adopted in 1990 has identified The Disneyland Resort Specific Plan area as a priority growth area.

### **6.8.1.6 Policy**

Design or redesign commercial and industrial areas to provide recreational opportunities for workers in both public and private recreational facilities, as well as parks for passive recreation open space.

### **6.8.1.7 Project Implementation**

The Specific Plan includes open space areas, and retail and entertainment facilities that will be available to workers within the surrounding area as well as tourists and/or visitors. Substantial area within The Disneyland Resort has been designed to encourage utilization by pedestrians in a park-like setting linking key areas of the Specific Plan. 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 new theme park where the monorail and the pedestrian and/or transportation systems will drop off guests from the parking facilities and hotels. In addition, within the two theme parks are private recreation facilities.

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.

#### **6.8.1.8 Policy**

Address the City's balanced land use mix in conjunction with the review of any General Plan Amendment application that would increase housing and/or employment opportunities.

#### **6.8.1.9 Project Implementation**

The Disneyland Resort Specific Plan implements the Commercial Recreation General Plan designation thus implementing the balanced land use mix of the General Plan. The Economic Development Strategic Plan adopted in 1990 has identified the Anaheim Resort, including The Disneyland Resort Specific Plan area, as a priority growth area. This project will account for a net employment increase of approximately 11,848 people or 4,258 full-time equivalent jobs at build-out.

#### **6.8.1.10 Goal**

Strive to establish development priorities citywide.

#### **6.8.1.11 Policy**

Identify and encourage development of vacant and underutilized lands where services are available or can be accommodated.

#### **6.8.1.12 Project Implementation**

The Economic Development Strategic Plan adopted in 1990, has identified The Anaheim Resort, including The Disneyland Resort Specific Plan area, as a priority growth area for the economic development of the City. The Disneyland Resort Specific Plan area includes vacant and underutilized parcels that will be developed with the implementation of the project.

#### **6.8.1.13 Policy**

Employ strategies within urban growth boundaries, such as public infrastructure investment, to promote infill and rehabilitation of existing properties and to foster permitted development consistent with the protection of quality of life within existing communities.

#### **6.8.1.14 Project Implementation**

The primary planning concept for The Disneyland Resort Specific Plan is to create an urban destination resort which will promote the infill and rehabilitation of properties with revenue generating uses while protecting the ‘quality of life’ experienced by the community.

#### **6.8.1.15 Goal**

Develop land use strategies/incentives to reduce the amount of vehicle miles traveled.

#### **6.8.1.16 Policy**

Encourage new pedestrian oriented development that provides a range of services and amenities to reduce auto use during non-commute times.

#### **6.8.1.17 Project Implementation**

The Disneyland Resort Specific Plan includes a variety of uses in one location connected by an inviting, integrated pedestrian environment. This environment, which includes landscaped promenades, plazas, gardens and a pedestrian or transportation system connecting the public parking facilities and hotels with the theme park entry areas, allows visitors to reduce their auto use during the day. The drop-off area along Harbor Boulevard or adjacent to or internal to the East Parking Area or other accessible location to the Theme Park District, additionally allows visitors, arriving by bus or shuttle, easy access to the Resort.

#### **6.8.1.18 Policy**

Support the development of diverse types of public and private transit services within urban areas to facilitate travel, particularly the home-to-work commute.

#### **6.8.1.19 Project Implementation**

The Specific Plan provides for several mass transit systems that will work together to minimize automobile traffic. The mass transit systems include: a pedestrian or transportation system monorail, and a drop-off area along the west side of Harbor Boulevard or adjacent to or internal to the East Parking Area or other accessible location in the Theme Park District, for van shuttles, private buses and the public bus system. In addition, a Transportation Demand Management (IDM) program will be implemented to reduce the average

vehicle trip (VT) and vehicle miles traveled (VMT) for the employees.

#### **6.8.1.20 Policy**

Encourage new development to provide commercial support opportunities for employment centers such as locating restaurants near and/or in employment centers or providing shuttle service to shopping areas.

#### **6.8.1.21 Project Implementation**

An important objective of The Disneyland Resort Specific Plan is to supply the visitor facilities that will be needed to meet the long-term

demand for recreation and resort activities. Many of these same visitor serving facilities can also be utilized by employees of the entire Anaheim Resort.

### **6.8.2 Growth Management Goals and Policies for Community Services and Facilities**

#### **6.8.2.1 Police-Goal**

To adequately assess the impacts of proposed development and/or intensification of existing land uses and strive to achieve a goal of 1.45 to 1.7 sworn officers per thousand population, an emergency response time of 3 minutes and a non-emergency response time of 20 minutes.

#### **6.8.2.2 Policy**

Provide mandatory review of all new discretionary actions prior to their approval to ensure that impacts to the Police Department are identified and appropriate mitigation measure/ conditions of approval are incorporated, including phasing of the mitigation measure/condition.

#### **6.8.2.3 Project Implementation**

The Specific Plan Public Facilities Plan Section, in conjunction with The Disneyland Resort Environmental Impact Report, discusses impacts The Disneyland Resort will have on the Police Department. The recommended mitigation measures, such as providing convenient access to parking areas for I-5 Freeway, (which reduces the need for traffic police support), are identified in the Environmental Impact Report.

#### **6.8.2.4 Goal-Fire**

To adequately assess the impacts of proposed development and/or intensification of existing land uses toward achieving a goal of:

- providing a maximum five minute engine company response to 90% of all incidents and a maximum 8 minute response to the remaining 10% of all incidents for both fire and paramedic service.
- providing a maximum 10 minute truck company response to 90% of all incidents for both fire and paramedic service.
- providing a minimum 15 minute truck company response to 90% of all hazardous material emergencies, and a 30 minute response to the remaining 10% of all incidents.

#### **6.8.2.5 Policy**

Review all new discretionary and nondiscretionary actions prior to their approval to ensure that impacts to the Fire Department are identified and appropriate mitigation measures/conditions of approval are incorporated.

#### **6.8.2.6 Project Implementation**

The Specific Plan Public Facilities Plan Section, in conjunction with The Disneyland Resort Environmental Impact Report, discusses impacts The Disneyland Resort will have on the Fire Department. The recommended mitigation measures are identified in the Environmental Impact Report.

#### **6.8.2.7 Goal-Schools**

Assist the School Districts in their long-range planning efforts by facilitating their review of planning and development proposals including General Plan Amendments, zoning reclassifications, annexations, and redevelopment proposals serving the planning area and to cooperate with the school district in their planning to provide school facilities to meet the needs of the community in a timely manner.

#### **6.8.2.8 Policy**

Continue the practice of levying school impact fees on development as prescribed by AB 2926.

### **6.8.2.9 Project Implementation**

Development pursuant to The Disneyland Resort Specific Plan will be subject to a school impact fee as discussed in The Disneyland Resort Specific Plan Environmental Impact Report.

## **6.8.3 Growth Management Goals and Policies for Infrastructure**

### **6.8.3.1 Goal-Water**

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to assure adequate levels of service and infrastructure are provided.

### **6.8.3.2 Policy**

Continue to review plans and permits to assure that developments provide their fair share of water service and costs to serve their projects.

### **6.8.3.3 Project Implementation**

The Specific Plan Public Facilities Plan Section, in conjunction with The Disneyland Resort Environmental Impact Report, discusses impacts The Disneyland Resort will have on the City's water system supply. The recommended mitigation measures which include the water system improvements listed in Section 4.6 are identified in the Environmental Impact Report to assure that an adequate supply of water exists for the project and that the cost of water infrastructure is addressed.

### **6.8.3.4 Policy**

Incorporate aesthetic considerations into the design of new water facilities such as the screening of water storage facilities and pumping stations.

### **6.8.3.5 Projection Implementation**

Any new water facilities will be screened according to the provisions of Section 5.0, 'Design Plan' of the Specific Plan.

### **6.8.3.6 Goal**

To assure that water sources remain pure, that there is ample supply and distribution through more efficient use of water

storage conservation, use of reclaimed water and acquisition of additional facilities.

#### **6.8.3.7 Policy**

Implement water conservation programs and techniques in accordance with the Best Management Practices MOU to reduce the use of water to the most effective extent possible.

#### **6.8.3.8 Project Implementation**

Water conservation will be an important part of The Disneyland Resort and it will be achieved through numerous measures intended to reduce water consumption. In addition, adequate water lines will be installed so that reclaimed water may be used for landscape irrigation and other purposes, if and when it becomes available. The Environmental Impact Report mitigation measures list some of the water conservation measures that will be implemented within the Specific Plan area.

#### **6.8.3.9 Policy**

Recognize that water is a natural resource that needs to be protected through the Best Management Practices MOU and other techniques.

#### **6.8.3.10 Project Implementation**

Water conservation will be an important part of The Disneyland Resort plans and it will be achieved through numerous measures intended to reduce water consumption. In addition, adequate water lines will be installed so that reclaimed water may be used for landscape irrigation and other purposes, if and when it becomes available. The Environmental Impact Report mitigation measures list some of the water conservation measures that will be implemented within the Specific Plan area.

#### **6.8.3.11 Policy**

Develop techniques to increase water storage and capture such as capturing rain runoff and utilizing reclaimed water where appropriate.

#### **6.8.3.12 Project Implementation**

Adequate water lines will be installed so that reclaimed water may be used for landscape irrigation and other purposes, if and when it becomes available.

#### **6.8.3.13 Goal-Electrical**

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to assure that adequate levels of service and infrastructure are provided.

#### **6.8.3.14 Policy**

Continue to review plans and permits to assure that developments provide their fair share of electrical requirements to serve their projects and implement conservation measures.

#### **6.8.3.15 Project Implementation**

The Specific Plan Public Facilities Plan Section, in conjunction with The Disneyland Resort Environmental Impact Report, discusses impacts The Disneyland Resort will have on the electrical facilities. Project design features include the construction of one new substation located in the Theme Park District back-of-house area and the relocation of the Edison power lines that cross the existing Disneyland parking lot. The recommended mitigation measures are identified in the Environmental Impact Report to assure that electrical requirements are met and the appropriate conservation measures are implemented.

#### **6.8.3.16 Policy**

Implement the undergrounding conversion program.

#### **6.8.3.17 Project Implementation**

The Specific Plan proposes all new lines constructed to serve the Resort be placed underground. In addition, the two Southern California Edison power lines that cross the existing Disneyland theme park parking lot will be relocated within a structure, underground, or above ground and extensively screened with landscape.

#### **6.8.3.18 Goal-Sanitary Sewer System**

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to assure that adequate levels of service and infrastructure are provided.

#### **6.8.3.19 Policy**

Continue to review plans and permits to assure that developments provide their fair share of sanitary sewer system requirements to serve their projects. Require capacity studies be performed by the developer/applicant if deemed necessary by the Public Works/Engineering Department.

#### **6.8.3.20 Project Implementation**

The Specific Plan Public Facilities Plan Section, in conjunction with The Disneyland Resort Environmental Impact Report, discusses impacts The Disneyland Resort will have on the sanitary sewer system. The recommended mitigation measures, such as enlargement of existing sewer lines or construction of parallel lines to ensure sufficient sewer capacity are identified in the Environmental Impact Report.

#### **6.8.3.21 Policy**

Continue to collect and implement sewer assessment area fees as appropriate.

#### **6.8.3.22 Project Implementation**

The Disneyland Resort Specific Plan will provide its proportionate share of fees for sewer system improvements.

#### **6.8.3.23 Goal—Storm Drain System**

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to assure that adequate levels of service and infrastructure are provided.

#### **6.8.3.24 Policy**

Continue to review plans and permits to assure that developments provide their fair share of storm drain requirements to serve their projects.

#### **6.8.3.25 Project Implementation**

The Specific Plan Public Facilities Plan Section, in conjunction with The Disneyland Resort Environmental Impact Report, discusses impacts The Disneyland Resort will have on the storm drain facilities. The recommended mitigation measures are identified in the Environmental Impact Report.

#### **6.8.3.26 Goal-Flood Control**

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to assure that adequate levels of service are provided.

#### **6.8.3.27 Policy**

Implement the recommendations in the Master Plan for Drainage.

#### **6.8.3.28 Project Implementation**

The recommended mitigation measures for storm drainage and compliance with the Master Plan are discussed in the Environmental Impact Report.

#### **6.8.3.29 Policy**

Continue to review plans and permits to assure that developments provide their fair share of flood control requirements.

#### **6.8.3.30 Project Implementation**

The Specific Plan Public Facilities Plan Section, in conjunction with The Disneyland Resort Environmental Impact Report, discusses impacts The Disneyland Resort will have on the flood control facilities. The recommended mitigation measures are identified in the Environmental Impact Report.

### **6.8.4 Growth Management Goals and Policies for Circulation**

#### **6.8.4.1 Goal**

To reduce traffic congestion on the City of Anaheim controlled arterial highway system.

#### **6.8.4.2 Policy**

Continue to implement the Critical Intersection Program.

#### **6.8.4.3 Project Implementation**

The Circulation Plan of the Specific Plan accommodates the required widening of City-designated critical intersections within the Specific Plan area.

#### **6.8.4.4 Policy**

Continue to promote traffic reduction strategies through incentives and site design criteria such as bicycle usage, carpools, pedestrian circulation and other TDM measures.

#### **6.8.4.5 Project Implementation**

The Disneyland Resort will implement and monitor a comprehensive Transportation Demand Management (TDM) program for all employees which will include: carpooling, vanpooling, transit passes, commuter busses, shuttle service, bicycling, rental car fleet, a guaranteed ride home program, work schedule adjustments and work facility management. Other measures to achieve trip reductions and other TDM programs objectives will be explored, including the formation of a Disneyland Resort Transportation Management Association (TMA) or an Anaheim Resort TMA.

#### **6.8.4.6 Policy**

Use the Citywide transportation model to develop improvement phasing plans.

#### **6.8.4.7 Project Implementation**

The traffic study prepared for the Environmental Impact Report for The Disneyland Resort Specific Plan was prepared in conjunction with the citywide transportation model.

#### **6.8.4.8 Policy**

Continue to maintain consistency between the City's and County's Master Plan of Arterial Highways.

#### **6.8.4.9 Project Implementation**

The Circulation Plan for The Disneyland Resort Specific Plan is consistent with the City's General Plan Circulation Element. A request for amendment to the County's Master Plan of Arterial Highways was processed and approved in conjunction with this project to make the Master Plan consistent with the Specific Plan and the General Plan.

#### **6.8.4.10 Policy**

Promote and implement public transportation and alternative modes of transportation such as increasing access to public transit through land use design (locating higher unit residential projects near transportation corridors), provide direct and convenient pedestrian access from the interior of

development to public transit stops, development and promotion of bicycle trails, encouraging pedestrian friendly developments, support development of High Occupancy Vehicle (HOV) lanes, etc.

#### **6.8.4.11 Project Implementation**

An essential part of The Disneyland Resort Specific Plan is to promote improvement to the transportation system so that access to the Resort will be convenient and pleasant. The Specific Plan provides a combination of enhancing access routes to and from Interstate 5, local roadway improvements and new high capacity public parking facilities. The Specific Plan provides for several mass transit systems that will work together to minimize automobile traffic. The mass transit systems include: pedestrian and/or transportation system(s), monorail, and a drop-off area along the west side of Harbor Boulevard or internal or adjacent to the East Parking Area, or other accessible location to the Theme Park District, for van shuttles, private buses and the public bus system. In addition, The Disneyland Resort Specific Plan includes a variety of uses in one location connected by an inviting, integrated pedestrian environment. This environment, which includes landscaped promenades, plazas, gardens and pedestrian and/or transportation system(s), connecting the public parking facilities and hotels with the theme park entry areas, will allow visitors to reduce their auto use during the day.

#### **6.8.4.12 Policy**

- Prior to the issuance of building permits for new development forecast to generate 100 or more peak hour (morning or evening) trip ends, traffic impact analyses are to be completed to identify arterial and intersection improvements needed to provide not worse than LOS E along Interstates/State Routes/Superstreets (unless current operation is LOS F), and not worse than LOS D along the balance of the arterials on the City's Circulation Element that are measurably impacted by the new development and are under the City's jurisdiction.
- Developments that are under the City's jurisdiction are required to provide improvements or provide funding for needed improvements to provide not worse than the above-referenced LOS with existing plus development traffic. Large-scale development projects in the City may involve complex coordination between the different phases of development of the project and the phasing of the necessary improvements to roadway capacities needed for the project. Thus, new large-scale development projects in the City shall be required to establish an approved development phasing program ("Phasing

Program?) which phases development of the project commensurate with the required improvements to roadway capacities. The Phasing Program shall include an overall buildout plan which can demonstrate the ability of the infrastructure to support the planned development and financing mechanisms to fund the improvements, with the developer paying its fair share of the costs of the improvements. Projects which are not subject to the Phasing Program shall implement improvements within three years of building permit issuance or up to five years from first grading permit for each approved phase of the project; with bonding to ensure the developer's fair share participation.

Intersections exempt (intersections that can have an unacceptable LOS) from the above paragraph include facilities under the jurisdiction of another City or the State or those included on the Deficient Intersection List established pursuant to this Element (this Deficient Intersection List is determined by members of the Inter-Jurisdictional Planning Forums). Deficient intersections are those intersections that are not brought into compliance in the most current CIP for reasons beyond the control of the local jurisdiction –i.e., intersections such as those involving ramps leading to or from the freeways). The intersections identified on Figure 2 (of the Growth Management Element) are under the control of another City, the County or State; therefore, the City of Anaheim is not held responsible for bringing these intersections to an acceptable LOS. Locations outside of the City's jurisdiction shall be discussed through the Growth Management Area Inter-Jurisdictional Planning Forums to effect mutually satisfactory mitigation of traffic impacts forecast with individual development.

#### **6.8.4.13 Project Implementation**

Section 4.0, 'Public Facilities Plan,' in conjunction with The Disneyland Resort Environmental Impact Report, discusses impacts The Disneyland Resort will have on the Circulation System. The recommended mitigation measures to achieve the required LOS such as signalized intersections at hotel entrances, are identified in the Environmental Impact Report. The Phasing Plan in the Land Use Plan (Section 3.0 of the Specific Plan) ensures that needed improvements are completed in a coordinated manner.

#### **6.8.4.14 Goal**

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to provide adequate levels of service and infrastructure.

#### **6.8.4.15 Policy**

Continue to review plans and permits to assure that developments provide their fair share of transportation fees/improvements to mitigate their impact.

#### **6.8.4.16 Project Implementation**

Section 4.0, 'Public Facilities Plan,' in conjunction with The Disneyland Resort Environmental Impact Report, discusses impacts The Disneyland Resort will have on the transportation system. The recommended mitigation measures which will assure the development's share of transportation fees/ improvements are met are identified in the Environmental Impact Report.

#### **6.8.4.17 Policy**

Require that all new development shall pay its share of the transportation improvement costs associated with that development, including traffic mitigation affecting neighboring cities through the Inter-Jurisdictional Planning Forum process.

#### **6.8.4.18 Project Implementation**

Section 4.0, 'Public Facilities Plan,' in conjunction with The Disneyland Resort Environmental Impact Report, discusses impacts The Disneyland Resort will have on the transportation system. Project design features and mitigation measures to assure the project's share of transportation improvement costs are met, are identified in the Environmental Impact Report.

#### **6.8.4.19 Policy**

That the City of Anaheim shall collect a transportation improvement fee for improvements within its boundaries and work with other jurisdictions through Inter-Jurisdictional Planning Forums to determine minimally acceptable impact fee levels for application within the GMAs.

#### **6.8.4.20 Projection Implementation**

Section 4.0, 'Public Facilities Plan,' in conjunction with The Disneyland Resort Environmental Impact Report, discusses impacts The Disneyland Resort will have on the circulation system. The project's share as a percentage of total traffic growth at each intersection has been identified. The property owner/developer will mitigate the impacts of the project on the transportation infrastructure system through

implementation of the mitigation measures identified in the Environmental Impact Report.

#### **6.8.4.21 Policy**

That development shall be phased and phasing programs for specific large scale projects shall be approved in accordance with any applicable Comprehensive Phasing Program (CPP) adopted by the City. CPPs shall include development phasing plans which establish both a phasing allocation of development commensurate with roadway capacities and an overall build-out development plan which can be supported by implementation of the planned circulation system.

#### **6.8.4.22 Projection Implementation**

The Specific Plan Public Facilities Plan section, in conjunction with The Disneyland Resort Environmental Impact Report, discusses impacts The Disneyland Resort will have on the circulation system. The project's share as a percentage to total traffic growth at each intersection has been identified. The property owner/developer will mitigate the impacts of the project on the transportation infrastructure system by implementation of the mitigation measures identified in the Environmental Impact Report. In addition, a construction phasing plan will be prepared.

#### **6.8.4.23 Policy**

All new development shall pay its fair share of the costs associated with cumulatively needed traffic improvements/programs. This shall be accomplished with collection of a Citywide transportation improvement fee that meets or exceeds the minimally acceptable fee levels identified through the Growth Management Area Inter-Jurisdictional Planning Forums. New Measure M sales tax revenues shall not be used to replace private developer funding which has been committed for any project or normal subdivision obligations, and shall be applied towards maintenance and/or correction of existing LOS deficiencies.

#### **6.8.4.24 Project Implementation**

The Specific Plan Public Facilities Plan Section, in conjunction with The Disneyland Resort Environmental Impact Report, discusses impacts The Disneyland Resort will have on the transportation system. The recommended mitigation measures addressing the payment or construction of transportation improvements are identified in the Environmental Impact Report.

## **6.8.5 Growth Management Goals and Policies for Parks and Open Space**

### **6.8.5.1 Goal**

To adequately assess the impact of proposed development and/ or intensification of existing land uses and propose mitigation measure to assure that adequate levels of service are provided and that the goal of a minimum of two acres of parks per thousand population is required of new developments.

### **6.8.5.2 Policy**

Continue to review plans and permits to assure that developments provide their fair share contribution to park and/ or facilities.

### **6.8.5.3 Project Implementation**

The Specific Plan Public Facilities Plan Section, in conjunction with The Disneyland Resort Environmental Impact Report, discusses impacts The Disneyland Resort will have on parks and open space. The recommended mitigation measures include that 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.

## **6.8.6 Growth Management Goals and Policies for Air Quality**

### **6.8.6.1 Goal**

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to assure that SCAQMD air quality standards are achieved, the greatest reduction possible in vehicle miles traveled is achieved, and that land uses are proportionately balanced.

### **6.8.6.2 Policy**

Continue to require all developments to comply with the requirements of the Air Quality Management Plan.

### **6.8.6.3 Project Implementation**

The Disneyland Resort Environmental Impact Report discusses impacts the Specific Plan may have on air quality. Project design features and mitigation measures such as reducing the dependence on the private automobile for trips within The Disneyland Resort complex are identified in the Environmental Impact Report and demonstrate that the proposed project will comply with the AQMP (Air Quality Management Plan).

### **6.8.6.4 Policy**

Continue to reduce the amount of vehicle miles traveled through the implementation of transportation demand management (TDM) programs (the City recently adopted TDM Ordinance #5209) and other programs designed to promote trip reductions, increase vehicle occupancy ratio, etc.

### **6.8.6.5 Project Implementation**

The Disneyland Resort will implement and monitor a comprehensive Transportation Demand Management (TDM) program for all employees which will include: carpooling, van pooling, transit passes, commuter busses, shuttle service, bicycling, rental car fleet, a guaranteed ride home program, work schedule adjustments and work facility management. 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 TMA.

### **6.8.6.6 Policy**

Pursue methods to reduce vehicle miles traveled through non-regulatory and voluntary market-based incentive efforts.

### **6.8.6.7 Project Implementation**

The Disneyland Resort will implement and monitor a comprehensive Transportation Demand Management (TDM) program for all employees which will include: carpooling, van pooling, transit passes, commuter busses, shuttle service, bicycling, rental car fleet, a guaranteed ride home program, work schedule adjustments and work facility management. 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 TMA.

### **6.8.6.8 Policy**

Strive to achieve compliance with applicable Federal and State standards for air quality.

### **6.8.6.9 Project Implementation**

The Disneyland Resort Environmental Impact Report discusses impacts The Disneyland Resort will have on air quality. The Disneyland Resort will implement a comprehensive TDM program for all employees 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 2000.

## **6.9 Parks, Recreation and Community Services**

This section describes the portion of the Parks, Recreation and Community Services Element of the General Plan that apply to the Specific Plan.

### **6.9.1 Goal and Policies 1**

Provide for sufficient indoor and outdoor park, recreation and community service opportunities throughout Anaheim to meet the needs of existing and future residents and workers.

#### **6.9.1.1 Policy**

Encourage the development of park and community service facilities within areas of relatively high employment concentrations that will serve the needs both of local workers and nearby residents.

#### **6.9.1.2 Project Implementation**

The Specific Plan includes open space areas, and retail and entertainment facilities that will be available to the general public including local workers and nearby residents. In addition, the two theme parks are private recreation facilities. Substantial area within The Disneyland Resort has been designed to encourage utilization by pedestrians in a park-like setting linking key areas of the Specific Plan. 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 new theme park where the monorail and the pedestrian and/or transportation systems will drop off guests from the parking facilities and hotels.

An exciting area, outside the paid gates, easily accessible to park guests, within the Theme Park District for those who bring their own food will be provided. 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 also be provided.

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.

## **6.9.2 Goal and Policies 2**

Maintain and improve Anaheim's overall visual appeal by way of continued development and maintenance of medians, parkways, and street trees throughout the City.

### **6.9.2.1 Policy**

Develop, continuously maintain, and rehabilitate, when necessary, cost effective, aesthetically pleasing, and uniformly designed landscaped parkways and medians without compromising other park, recreation and community services programs.

### **6.9.2.2 Project Implementation**

One of the design concepts for The Disneyland Resort Specific Plan is to transform and unify the Resort with landscape. The primary component of this transformation will be the streetscape which will include trees and shrubs as well as man-made elements such as light fixtures, benches, monuments and signs. Specially designed landscaped parkways and medians are an integral part of the Specific Plan. All landscape in The Disneyland Resort Specific Plan is required to be maintained in a neat and orderly manner. In addition, the City anticipates that it will be forming a Maintenance District within The Anaheim Resort. The Disneyland Resort Specific Plan development will become a member of the Maintenance District if and when it forms. The property owner/developer will participate proportionally in the provision of funds for the Maintenance District.

### **6.9.2.3 Policy**

Replace trees when removed with proper, aesthetically pleasing, easily maintained and safe tree species consistent with an adopted Master Plan of Trees.

#### **6.9.2.4 Project Implementation**

All trees within the Specific Plan area will be planted in accordance with the approved plant palette found in Section 5.0, 'Design Plan,' of this document. Section 7.0, 'Zoning and Development Standards' of this document requires the replacement of dead or diseased trees with trees selected from the same plant palette within the Specific Plan area.

#### **6.9.3 Goal and Policies 3**

Provide community services to residents of Anaheim through a combination of programs aimed at satisfying unmet human needs.

##### **6.9.3.1 Policy**

Facilitate the provision of child care services and other community services by linking corporate, governmental, educational and private agencies.

##### **6.9.3.2 Project Implementation**

Child care services/facilities will be provided as part of The Disneyland Resort.

#### **6.9.4 Goal and Policies 4**

Enhance Anaheim's existing and future park, recreation and community services programs and facilities through responsive and progressive management techniques.

##### **6.9.4.1 Policy**

Pursue alternative park, recreation and community services development financing techniques, including development agreements and other public/private techniques.

##### **6.9.4.2 Project Implementation**

Since the existing Disneyland theme park and hotel staff are involved in organized athletic leagues playing on City ballfields, 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.

**6.10 Anaheim  
GardenWalk  
Overlay**

Please see the following pages for discussion of the Anaheim GardenWalk General Plan consistency.

### **6.10.1.1 Anaheim GardenWalk (formerly “Pointe Anaheim”) Overlay**

General Plan Amendment No. 359 and Amendment No. 5 to The Disneyland Resort Specific Plan were adopted in February 2002 to address the Pointe Anaheim project. The following is a summary discussion which addresses the consistency of said General Plan Amendment and Specific Plan Amendment for the Pointe Anaheim project with the General Plan Commercial Recreation land use designation goals and policies and The Disneyland Resort Specific Plan goals and policies.

#### **GENERAL PLAN CONSISTENCY**

California Government Code §65450-§65453 permit the adoption and administration of Specific Plans as an implementation tool for elements contained within the local General Plan. Specific Plans must demonstrate consistency in regulations, guidelines and programs with the goals, objectives, policies, programs and uses that are set forth in the General Plan.

The Anaheim General Plan contains Land Use, Redevelopment, Circulation, Scenic Highways, Environmental Resource and Management (including Conservation; Open Space; Parks, Recreation and Community Services; and Safety and Seismic Safety), Housing, Noise and Growth Management Elements.

The Specific Plan amendments for the Pointe Anaheim project have been prepared in conformance with the applicable goals and policies of the General Plan. Sections 1 through 9, which follow, include a discussion of the Pointe Anaheim project's consistency with the relevant goals and policies of each of the applicable elements of the General Plan.

#### **1. General Community Objectives and Policies**

This section describes the general community objectives and policies from the General Plan.

#### **1.2 General Community Objective 2**

Maintain and enhance Anaheim as a regional, cultural and employment center by diversifying and enhancing the economic base of the community.

##### **1.2.1 Project Implementation**

The primary planning concept for The Disneyland Resort Specific Plan was to create an urban destination resort that features several theme park attractions, resort hotels, restaurants, and shopping opportunities. The City realized that by creating a destination resort with more attractions, lodging and dining facilities, visitors will be encouraged to stay for several days, or more, and to enjoy the variety of recreation and entertainment opportunities available in Anaheim.

The Pointe Anaheim project will help fulfill this goal by providing 335,000 square feet of high quality specialty retail stores; 140,000 square feet of restaurants and 90,000 square feet of entertainment venues. In addition, the project will include three theaters featuring live performances with aggregate seating for 4,600 patrons (or alternatively cinema seating for 4,757 patrons); and 1,050 new hotel rooms in two or three separate hotels. All of these uses will be integrated in one development. Project development will be phased over time within five areas of the project.

The Pointe Anaheim project will directly add new jobs as a result of its construction and operation. It will also induce new jobs as a result of income spent by workers filling these direct jobs. In addition, it may result in indirect employment, to the extent that direct employment leads to local purchases of materials and services.

### **1.3 General Community Objective 3**

Maintain and encourage Anaheim's position as a nationally recognized tourist, convention and recreation center.

#### **1.3.1 Project Implementation**

The purpose of The Disneyland Resort Specific Plan is to create a destination resort with gated attractions, more hotel accommodations and increased opportunities for shopping, dining and other recreational uses.

The Pointe Anaheim project will create a synergy with other Resort Area attractions. It will provide 634,600 gross square feet of retail/dining/entertainment uses; three to four hotels comprising 1,662 hotel rooms/suites (of which up to 200 units can be developed as Vacation Ownership Resort units) with approximately 282,071 gross square feet of related accessory uses (the hotel rooms/accessory uses would encompass a maximum of 1,330,771 gross square feet) and, of that total, an approximate 133,630 gross square foot area on the top floor of the parking structure to be used for a hotel conference center; and a 1,949,800 gross square foot parking structure with up to 4,800 striped parking spaces and 15 bus parking spaces with a 10,200 gross square foot bus terminal/facility for airport transport and to/from sightseeing venues. Depending on the availability of funding at the time of construction, the conference center may be reduced in size or eliminated from the project and the number of striped parking spaces may be reduced to 3,752 spaces. This fully-integrated project is located within walking distance of both the Anaheim Convention Center and the Disney theme parks. This close proximity of the project to these other major attractions will provide a wide range of visitor-serving facilities, and will help fulfill many Specific Plan objectives including, among others:

- The creation of a fully integrated resort that will attract millions of visitors annually, increasing employment opportunities and full-time equivalent jobs.
- The transformation of the Resort Area from a primarily day-use theme park into an urban resort destination incorporating multiple complementary visitor-serving facilities, thereby increasing the length of stay for Southern California residents, as well as visitors to Anaheim from around the world.
- The enhancement of The Anaheim Resort by providing a wider range of attractions, hotel accommodations, restaurants and shopping opportunities.
- The assemblage of under-utilized properties to create a fully-integrated project that is consistent with the landscaped setbacks and public improvements (parkway and walkways) of the Resort Area that will help to create a unified identity that will serve as the impetus for further growth and diversity in and around Anaheim.

### **1.4 General Community Objective 4**

Provide all working, living and recreation areas with a full range of community facilities and services.

#### **1.4.1 Project Implementation**

In conjunction with adding attractions and lodging facilities, another important Disneyland Resort Specific Plan objective is to improve public facilities and infrastructure to accommodate the growth and development that will occur in the Specific Plan area.

The main public facility components that will be improved as a result of the Pointe Anaheim Overlay include enhancements to the transportation infrastructure at a total of 16 intersections throughout The Anaheim Resort area. The system of traffic loop detectors that will be installed as a project mitigation measure, known as the SCOOT System, will be connected to traffic signal controllers. Use of this system is projected to improve traffic circulation as far north of the project site as the intersection of Harbor Boulevard and Ball Road, and as far east as the intersection of Katella Avenue and Lewis Street.

Other enhancements to the transportation infrastructure that will result from the Pointe Anaheim project include a new left-turn only intersection on Clementine Street, approximately midway between Harbor Boulevard and Clementine Street; a median break on Disney Way between Harbor Boulevard and Clementine Street to provide access to Pointe Anaheim; and, right turn only pockets provided at all entries along Disney Way, Clementine Street and at the main Katella Avenue entry.

## **2. Land Use Element**

This section describes the portions of the Land Use Element of the General Plan which apply to the Specific Plan.

### **2.1 Commercial Areas Goals and Policies**

- To meet the continuing needs and demands of the community for commercial goods and services at well-designed, safe and convenient locations within the community;
- To increase Sales Tax yields and further enhance the economic base of the community, thereby lessening the tax burden on real property;
- To maintain and enhance the position of the community as a nationally recognized tourist center.

#### **2.1.1 Policy**

Encourage and provide for the development of a broad range of quality commercial facilities at appropriate locations throughout the community.

#### **2.1.2 Project Implementation**

The Pointe Anaheim project will provide for the development of quality visitor-serving commercial facilities including:

- Retail/Dining/Entertainment - construction of up to 634,700 square feet of specialty retail stores, restaurants, and entertainment venues;
- Hotels - 1,662 new hotel rooms/suites in three or four hotels – including a 133,630 square foot conference center; and
- Parking Facilities - a parking garage accommodating up to 4,800 cars and parking for 15 tour buses with a 10,200 gross square foot bus terminal/facility.

### **2.1.3 Policy**

Encourage the grouping of complementary commercial uses adjacent to arterial highways; and, the total citywide inventory will reasonably relate to the size and character of the population to be served.

### **2.1.4 Project Implementation**

The Pointe Anaheim project implements this policy by grouping visitor-serving commercial uses and new hotels adjacent to arterial highways, including Harbor Boulevard, Katella Avenue and Disney Way.

### **2.1.5 Policy**

Encourage the development of well-designed commercial areas through the application of site development standards which provide for:

- The compatible integration of commercial uses when they are adjacent to other commercial recreation uses and industrial areas; and,
- Adequate off-street parking, loading areas, landscaping and other appropriate site improvements.

### **2.1.6 Project Implementation**

Construction of the Pointe Anaheim project will result in removing several non-conforming industrial uses and redeveloping these properties as commercial areas. Extensive on-site improvements will also be provided as part of the project, including installation of landscaping and construction of a parking garage, vehicular drop-off areas and fully-screened truck loading areas.

The six-level parking garage will be fully integrated into the project allowing the occupants of tour buses and cars to walk directly into the project from internal entrances. Extensive on-site landscaping along all four sides of the project adjacent to the public rights-of-way will be consistent with the garden district feeling of the Specific Plan and will enhance The Anaheim Resort area. The project will provide adequate on-site parking-in a structure accessible from all four surrounding streets at full buildout: Harbor Boulevard, Disney Way, Clementine Street, and Katella Avenue. Loading areas are located on the first floor of the parking structure for accessibility to all of the on-site uses. Once inside the structure, visitors will have easy pedestrian access to the project, as well as to other attractions within walking distance of the project.

### **2.1.7 Policy**

Provide all commercial developments with adequate and safe access to transportation facilities, fire and police protection, public utilities and other necessary community services.

### **2.1.8 Project Implementation**

Implementation of the Pointe Anaheim project will enhance existing transportation facilities and provide for construction of new ones. Vehicular access will be enhanced by improvements to collector and arterial roadways and well designed parking facilities with convenient access from all four surrounding arterials, that minimizes traffic on existing streets.

The Specific Plan, in conjunction with the mitigation measures set forth in the Addendum to the Initial Study/Mitigated Negative Declaration, also provides for adequate fire and police protection with the Anaheim Fire and Police Departments providing protection to the facilities. The Fire and Police Departments will review building plans and Final Site Plans for the project to ensure defensible space concepts have been incorporated in the design. In addition, when Area A is developed the project will make permanent space available on-site for an Anaheim Police Department substation at no cost to the City.

### **2.1.9 Policy**

Encourage the development of quality facilities which complement conventions, family entertainment and recreation within appropriate areas of the community.

#### **2.1.10 Project Implementation**

The Pointe Anaheim project is designed to directly implement this policy by creating a lifestyle retail entertainment center that will provide substantial visitor facilities to meet the long-term demand for entertainment, lodging, dining and retail uses, and will extensively expand the amount of hotel rooms and retail, dining and entertainment facilities available in The Anaheim Resort Area.

The Specific Plan provides detailed design objectives and implementation mechanisms to ensure consistent high quality of all facilities and improvements, such as extensive urban design and landscaping plans and detailed development regulations. The Pointe Anaheim Overlay provides additional details concerning the nature and approximate location of all uses within the project, and Illustrative Plans for the project provide an indication of the high quality nature that is intended for these improvements. The City will have several opportunities, including through the Final Site Plan review and Conditional Use Permit process, to assure that the high quality indicated in these conceptual plans is included in the project.

#### **2.1.11 Policy**

Maintain the integrity of the Commercial Recreation Area by permitting only compatible land uses within this designated area.

#### **2.1.12 Project Implementation**

The Pointe Anaheim Overlay will help to enhance The Anaheim Resort by providing a wider range of hotel accommodations, restaurants, shopping opportunities, entertainment facilities, pedestrian walkways and landscaped streetscape and setback areas to establish a unified resort identity. Lushly landscaped walkways and courts will also be provided within the courtyard areas

in the project's interior. Most of the proposed uses in the Pointe Anaheim Overlay are compatible with the uses currently allowed, or conditionally permitted, in The Anaheim Resort and The Disneyland Resort Specific Plan areas. Additional proposed uses requiring Code amendments include the proposed aquarium and Vacation Ownership Resort units. Code amendments would also be required to conditionally permit murals and directional signs for the project and to delete the landscaping along the interior boundaries of the project site.

### **2.1.13 Policy**

Evaluate the interrelationship between the Downtown Area Redevelopment and the continued growth in the Commercial Recreation Area including both the Disneyland/Convention Center Area and the Anaheim Stadium Area to maintain the integrity of development trends.

### **2.1.14 Project Implementation**

The architectural character and quality of the buildings proposed for areas visible from public rights-of-way will be controlled through a combination of development regulations including setback requirements, height restrictions and design guidelines set forth in the Specific Plan document. The architectural character, landscape character, signs and street furnishings will all provide a premiere destination resort identity. These high quality treatments will be compatible with proposed developments in the Downtown Area and the Anaheim Stadium Area. Growth in each area will enhance the City's overall image as a regional commercial and recreation center.

## **2.2 Community Services and Facilities Goals and Policies**

### **2.2.1 Goal - Police**

To meet community needs for public safety and law enforcement by utilizing allocated resources for the prevention, detection and investigation of crime, response to calls for service and maintenance of pedestrian and vehicular safety.

### **2.2.2 Policy**

Assist in evaluation of land use proposals and development patterns by providing input to the Planning Department to assist in site plan review and building analysis, and assessing land use trends and assumptions to determine future needs.

### **2.2.3 Project Implementation**

The Police and Fire Departments have been involved in reviewing the Pointe Anaheim Overlay proposal and will also be involved in the review of Final Site Plans and building plans. Approved emergency fire access to the project will be provided. The parking garage facilities will be well-illuminated by artificial lighting and closed-circuit television monitoring, recording or equivalent security measures as may be approved by the Police Department will be used extensively. Convenient access to the parking facility will be provided from a new left-turn lane for northbound traffic on Clementine Street as well as a new signalized intersection for westbound traffic on Disney Way, approximately midway between Harbor Boulevard and Clementine Street, both of which will minimize the demand for traffic police support. On-going during operation of the Pointe\* Anaheim Project uniformed private security officers will patrol the facilities as required by the Police Department.

## **2.3 Infrastructure Goals and Policies**

### **2.3.1 Goal - Water System**

To provide service to the citizens of Anaheim in the form of adequate pressure, good quality and necessary quantities of water to meet both domestic and fire demands.

### **2.3.2 Policy**

Provide for the efficient and economic distribution of an adequate water supply and pressure to all residential, commercial, industrial and public areas served by the Municipal Water Distribution System.

### **2.3.3 Project Implementation**

The project's water requirements were studied as part of the Addendum to the Initial Study/Mitigated Negative Declaration and it was determined that the existing water main is adequate to serve the project. The City Water Division has indicated that there is adequate ground water storage to meet projected increases in average daily demand, while preserving the capacity warranted for entitled uses in the area at full build-out. Water conservation will be an important aspect of the plans to implement the project, and will be achieved through the use of water conserving fixtures, drought tolerant landscaping and the use of reclaimed water for irrigation and other non-potable uses when available.

### **2.3.4 Goal - Electrical System**

To provide utility services adequate to enhance the health, safety and general welfare of present and future citizens of Anaheim.

### **2.3.5 Policy**

Serve electrical energy to all electrical consumers in Anaheim in a reliable and efficient manner which is consistent with good utility and business practices at rates which are equal to or lower than rates for comparable services in adjacent communities.

### **2.3.6 Project Implementation**

The project's electrical requirements were studied as part of the Addendum to the Initial Study/Mitigated Negative Declaration, and it was determined that there is adequate electrical capacity to serve the Pointe Anaheim project.

### **2.3.7 Policy**

Encourage and provide for the installation of electrical lines and cables and underground facilities in a manner which enhances the aesthetic appearance of the community.

### **2.3.8 Project Implementation**

All power lines and cables constructed to serve the project will be installed underground or in locations that will not be visible to the general public, thereby preserving the aesthetic appearance of the community.

**2.3.9. Policy**

Operate and maintain City street lighting facilities for the safety and control of pedestrian and vehicular traffic.

**2.3.10 Project Implementation**

Lighting will be provided for all parking areas, sidewalks and pedestrian plazas within the project.

**2.3.11 Goal - Sanitary Sewer System**

To provide adequately sized collector sewers to serve new developments in the City.

**2.3.12 Policy**

Monitor the existing sewer systems for impacts caused by changes in land use and living patterns and provide additional sewer capacity where necessary.

**2.3.13 Project Implementation**

The project's sanitary sewer requirements were studied as part of the Addendum to the Initial Study/Mitigated Negative Declaration. Required mitigation measures will ensure adequate sewer capacity to serve the project, and will preserve the capacity for the entitled build-out of the balance of The Anaheim Resort and The Disneyland Resort areas.

**2.3.14 Goal - Storm Drain System**

To provide a quality service which will adequately protect and enhance the health, safety and general welfare of the present and future citizens of the City of Anaheim.

**2.3.15 Policy**

Provide a storm drainage system which will prevent devastating flood damage and adequately dispose of rainfall and subsequent runoff from a ten-year frequency storm.

**2.3.16 Project Implementation**

The project's impact on storm drainage was studied as part of the Addendum to the Initial Study/Mitigated Negative Declaration and will be mitigated through the required mitigation measures.

**3. Circulation Element**

This section describes the portions of the Circulation Element that apply to the Pointe Anaheim Overlay.

### **3.1 Goals and Policies**

Provide a system of traffic ways which is related to the ultimate need for moving people and goods, and which will enhance the appearance and quality of the residential and commercial areas through which they travel. Provide a balanced transportation system which establishes mobility for all ages, efficient and economic movement, compatibility with the environment, and recognizes all available modes of transportation, including yet not limited to the automobile, mass transit and facilities to accommodate pedestrians, equestrians and bicycles.

#### **3.1.1 Policy**

Classify all streets and highways in accordance with their function and the nature of the area which they are intended to serve. The system of arterial highways will be related to the Orange County Master Plan of Arterial Highways, and to the plans of adjacent cities.

#### **3.1.2 Project Implementation**

A revised transportation study was conducted in conjunction with the Addendum to the Initial Study/Mitigated Negative Declaration prepared for the Pointe Anaheim Overlay. The revised transportation study included an analysis of the total trips generated by the Pointe Anaheim project compared to the previously approved project and determined that the modified project would generate less total trips than the previously approved project. This study included an evaluation of all of the intersections in the area that would potentially be affected by the project, and these results were compared to the existing traffic model for the area assuming full build-out. Any intersections that were found to operate at a lower Level of Service (LOS) than LOS "E" before mitigation will be improved through mitigation measures to a level of impact that is less than significant. In a number of instances, the mitigation measures that will be completed as part of the project is forecast to result in the LOS at intersections in The Anaheim Resort area actually improving compared to the baseline forecasts.

#### **3.1.3 Policy**

Design access onto major arterial streets in an orderly and controlled manner. Restrict heavy traffic from entering the immediate vicinity of schools and other institutions because of noise and safety factors.

#### **3.1.4 Project Implementation**

Dedicated right turn pockets will be constructed at each of the project's driveways on Disney Way, Clementine Street and Katella Avenue. These turn pockets will move automobiles conveniently off of the perimeter arterial streets and into the project drives and parking facility.

One of the beneficial attributes of the design of the project's parking facility is that it will allow ingress from and egress to all four of the perimeter streets at full buildout. This design will allow the operator to use directional signage controls and restricted lanes on the interior of the garage to direct visitors to the exit serving the street that will result in the lowest impact on baseline traffic in the area, particularly during peak hours.

#### **3.1.5 Policy**

Provide for the development of new transportation systems and modes.

### **3.1.6 Project Implementation**

Mass transit will be utilized in a number of ways within the project in order to minimize automobile traffic on local streets and to move large numbers of people between the project and other Specific Plan areas. The project will participate in, and connect with, various tour bus and transportation system operators in the area, as well as shuttle buses to/from the nearby hotels. An external system will connect the Specific Plan area to surrounding uses in The Anaheim Resort and other parts of northern Orange County, including van shuttles to hotels and private and public buses. The transportation study that was conducted as part of the Addendum to the Initial Study/Mitigated Negative Declaration noted that the transit mode split assumed in the analysis of the project's likely impacts could be significantly higher than assumed in the forecasts if/when the Urban Rail project is developed in The Anaheim Resort and to the extent the location of a station on the CenterLine is within walking distance of the project.

### **3.1.7 Policy**

A system of bicycle, pedestrian, hiking and equestrian trails will be established which may be utilized for recreation as well as transportation uses.

### **3.1.8 Project Implementation**

An extensive pedestrian circulation system will be constructed as part of the project, including plazas, sidewalks and parkways designed for pedestrians.

### **3.1.9 Policy**

Redevelop existing circulation facilities to meet present and future demand.

### **3.1.10 Project Implementation**

Significant new facilities for access to Interstate 5 from Disney Way, Katella Avenue and Harbor Boulevard are currently under construction, and substantial improvements to existing local streets will be made to enhance the overall vehicular circulation in the Specific Plan area. Improvements are also being made to a number of nearby arterial streets, including: Harbor Boulevard, Katella Avenue, Disney Way, Clementine Street and Manchester Avenue.

In addition to these improvements, as part of its transportation mitigation measures, the project will install a new signalized intersection on Disney Way, approximately midway between Harbor Boulevard and Clementine Street serving westbound vehicles on Disney Way wishing to turn into the project as well as traffic exiting the project and wishing to turn west toward Harbor Boulevard.

## **4. Environmental Resource and Management Element**

### **Goal and Policies 2**

Provide a full range of parks and recreational facilities and programs which are accessible to all residents.

#### **4.2.1 Policy**

Enhance the value of the City's Commercial Recreation Area and privately operated recreational facilities as a viable and valuable asset to the City's growing recreational and leisure needs.

#### **4.2.2 Project Implementation**

The Specific Plan's objectives include the transformation of the Specific Plan area from a primarily day-use area into a fully-integrated destination resort, and the enhancement of The Anaheim Resort through the provision of a wider range of attractions, hotel accommodations, restaurants, shopping opportunities and public spaces in addition to the Disney theme parks. Development of the project will contribute positively to the City's supply of retail, dining, entertainment and hotel facilities and will enhance the value of The Anaheim Resort. The project will include extensive landscaped interior courtyard areas.

### **5. Safety and Seismic Safety Element**

This section describes the portions of the Safety and Seismic Safety Element of the General Plan that apply to the Pointe Anaheim Overlay.

#### **5.1 Primary Safety Goal**

To provide for the preservation of life and property by ensuring the most effective and economical use of all resources.

#### **5.2 Goal - Fire Prevention**

Ensure the availability of adequate supplies of water and water pressure for sufficient fire flows.

##### **5.2.1 Policy**

Upgrade all water facilities as needed.

##### **5.2.2 Project Implementation**

According to the Anaheim Fire Department, no improvements to the water system are required to maintain required water supply and pressure for fire fighting purposes for the Pointe Anaheim project. Adequate on-site private fire hydrants will be provided. The precise number, types and locations of the hydrants will be determined during Final Site Plan review.

##### **5.2.3 Policy**

Evaluate development proposals to ensure adequate water supply.

##### **5.2.4 Project Implementation**

As part of Pointe Anaheim Addendum to the Initial Study/Mitigated Negative Declaration, the peak demand for water was evaluated. The project will pay its fair share of improvements required to the water system.

#### **5.3 Goal - Geologic Hazard**

Minimize the risk to life and property through the identification of hazardous areas, establishment of proper design criteria and provision for public information.

**5.3.1 Policy**

Mitigate potential disaster through land use and development standards.

**5.3.2 Project Implementation**

The environmental review conducted for The Disneyland Resort Specific Plan area examined seismic hazards and did not identify any faults or other serious geologic hazards within the Specific Plan area, including property included in the Pointe Anaheim Overlay. All physical improvements in the project will conform to City Building Codes in order to minimize potential hazards.

**5.4 Goal - Flood Hazard**

Minimize the risk to life and property through identification of flood hazard areas.

**5.4.1 Policy**

Review and evaluate all development proposals located in areas which are subject to flooding.

**5.4.2 Project Implementation**

The Disneyland Resort Specific Plan area, including the property within the Pointe Anaheim Overlay, is outside the 100-year flood plain so the impacts associated with potential flooding during a 100-year storm event is low.

**5.5 Goal - Disasters**

Minimize the risk to life and property through disaster preparedness and public awareness.

**5.5.1 Policy**

Provide for streets to be used as the major source of evacuation.

**5.5.2 Project Implementation**

Major arterial streets in the Anaheim Resort area are being widened and otherwise improved, which will increase their efficiency and capacity for use in evacuation.

**6. Housing Element**

This section describes the portions of the Housing Element of the General Plan that apply to the Pointe Anaheim Overlay.

**6.1 Goal - Housing and Neighborhood Quality**

To provide Anaheim's residents with quality housing and safe, attractive neighborhoods.

**6.1.1 Policy**

Safeguard the City's stable neighborhoods from intrusion by incompatible uses or structures.

### **6.1.2 Project Implementation**

The Pointe Anaheim Overlay implements the existing Commercial Recreation General Plan designation. Implementation of the Pointe Anaheim Overlay will enhance and protect the residential areas surrounding The Anaheim Resort through the following means. First, no portion of the project is adjacent to a residential neighborhood. Second, development setbacks will be created and maintained which will provide an aesthetically appealing, landscaped buffer between the project and perimeter streets. Third, heights of buildings throughout the Pointe Anaheim Overlay will comply with The Disneyland Resort Specific Plan height requirements. Fourth, no visitors will be directed to the project via residential neighborhood streets.

## **7. Noise Element**

This section describes the portions of the Noise Element of the General Plan that apply to the Specific Plan.

### **7.1 Goals and Policies**

To protect those existing regions of the City for which noise environments are deemed acceptable and also those locations throughout the City deemed 'noise sensitive.'

To encourage the reduction of noise from all sources such as motor vehicles, industrial/commercial activity, aircraft operations, home appliances and railroad movements.

#### **7.1.1 Policy**

The City shall develop acceptable noise standards consistent with health and quality-of-life goals and employ effective techniques of noise abatement through such means as a noise ordinance, building code amendment, and subdivision and zoning regulations.

#### **7.1.2 Project Implementation**

The proposed project includes several noise reducing features. Extensive landscaping will be provided along the perimeter of the project in the setback areas adjacent to all public rights-of-way. Convenient access for visitors to the parking facilities will minimize traffic on surface streets in the project area, reducing traffic noise. Noise from parking facilities will be reduced by deck barriers at each level and textured driving surfaces. Design and operation of a central court area within the interior of the Pointe\*Anaheim project, where outdoor events and performances may occasionally be held, is considerably set back from the surrounding streets and is further protected from these streets and adjacent uses by multi-story buildings (parking garage, hotel towers or retail stores) on all sides, and will not exceed the City of Anaheim Noise Ordinances.

#### **7.1.3 Policy**

Standards to regulate noise from construction activities shall be expanded and enforced. Particular emphasis shall be placed on the restriction of the hours which other than emergency work may occur.

#### **7.1.4 Project Implementation**

Construction activities will comply with the Chapter 6.70 of the Anaheim Municipal Code, Sound Pressure Levels, which restricts noise levels from construction activities between 7 p.m. and 7 a.m. All construction equipment shall be equipped with properly operating and maintained mufflers.

**7.1.5 Policy**

Sound amplification equipment shall not be used within public spaces, in proximity to noise sensitive areas and/or on streets and highways within the City during the late night and early morning hours.

**7.1.6 Implementation**

No sound amplification equipment will be used on public rights-of-way or in close proximity to noise sensitive areas. Any noise generated by sound equipment shall be in compliance with the City of Anaheim Noise Ordinances.

**7.1.7 Policy**

The noise produced by power tools, lawn mowers, power edgers, etc. shall not intrude upon adjacent residential spaces during the late evening, night and early morning hours.

**7.1.8 Project Implementation**

None of the property within the Pointe Anaheim Overlay is adjacent to residential uses. Notwithstanding, it is not anticipated that these types of power tools will be operated during the late evening, night and early morning hours due to the number of hotel rooms within the project and located on adjacent properties. Any noise-generated by the project shall be in compliance with the City of Anaheim Noise Ordinances.

**7.1.11 Policy**

Employment of noise mitigation measures in the design of all future streets and highways and establishment of buffers between the arterials and adjoining noise sensitive areas.

**7.1.12 Project Implementation**

The Pointe Anaheim Overlay includes provisions for landscaped buffers adjacent to Katella Avenue, Harbor Boulevard, Disney Way and Clementine Street.

**7.1.13 Policy**

Where appropriate, sound walls, berms and landscaping along existing and future highways and railroad rights-of-way, to beautify the landscape and reduce noise shall be required.

**7.1.14 Project Implementation**

Road improvements adjacent to the Pointe Anaheim project will include extensive landscaped parkways, which along with the on-site project landscaped setback areas, will reduce noise and beautify the landscape. No railroad right-of-way is located within the Pointe Anaheim Overlay.

**8. Growth Management Element**

This section describes the portions of the Growth Management Element of the General Plan that apply to the Pointe Anaheim Overlay.

## **8.1 Growth Management Goals and Policies for Land Use**

### **8.1.1 Goal**

Provide a full range of land uses in the City to meet the physical, social and fiscal needs necessary to the well-being of existing and future citizens.

### **8.1.2 Policy**

Direct growth and change to those areas of the City where existing system capacities can accommodate additional demand or where these systems can be readily improved.

### **8.1.3 Project Implementation**

The Pointe Anaheim project is located in The Anaheim Resort which the City of Anaheim has identified in its Economic Development Strategic Plan adopted in 1990 as a priority growth area. A number of infrastructure improvements are currently underway to upgrade system capacities in this area, as identified and discussed in Section 4.0, 'Public Facilities Plan,' of the Disneyland Resort Specific Plan. Mitigation measures associated with the project will result in a number of additional traffic improvements, including dual turn lanes, dedicated turning lanes at project driveways and upgraded traffic controllers.

### **8.1.4 Policy**

Assure a balance of commercial, industrial and residential land uses in order to retain/enhance the economic base of the City.

### **8.1.5 Project Implementation**

The Economic Development Strategic Plan adopted in 1990 identified The Disneyland Resort Specific Plan area (which includes the Pointe Anaheim Overlay) as a priority growth area. By helping to create a fully-integrated resort that will contribute to increasing the visitation levels and extending the length of stay by these visitors, the Pointe Anaheim project will assist the City to generate an economic base that is capable of supporting project components consistent with the objectives of the City. The project will contribute to the economic and physical enhancement of the surrounding Anaheim Resort area.

### **8.1.6 Policy**

Design or redesign commercial and industrial areas to provide recreational opportunities for workers in both public and private recreational facilities, as well as parks for passive recreation open space.

### **8.1.7 Project Implementation**

Plans for the Pointe Anaheim project include open space areas, and retail and entertainment facilities that will be available to workers within the surrounding area as well as tourists and/or visitors. The project improvements are organized along an interior landscaped pedestrian

walkway linking Harbor Boulevard to Katella Avenue, and a lushly landscaped central plaza area, both of which are designed to encourage utilization by pedestrians in a park-like setting. Attractively landscaped entry plazas are anticipated at Harbor Boulevard, Katella Avenue and along Disney Way. All of these areas will be open to the general public without an entry fee.

#### **8.1.8 Policy**

Address the City's balanced land use mix in conjunction with the review of any General Plan Amendment application that would increase housing and/or employment opportunities.

#### **8.1.9 Project Implementation**

The Pointe Anaheim Overlay implements the Commercial Recreation General Plan designation thus implementing the balanced land use mix of the General Plan. The Economic Development Strategic Plan adopted in 1990 has identified The Anaheim Resort, including The Disneyland Resort Specific Plan area of which the Pointe Anaheim Overlay is a part, as a priority growth area. This project will account for employment of approximately 3,227 people once all of the anticipated uses are open.

#### **8.1.10 Goal**

Strive to establish development priorities citywide.

#### **8.1.11 Policy**

Identify and encourage development of vacant and under-utilized lands where services are available or can be accommodated.

#### **8.1.12 Project Implementation**

The Economic Development Strategic Plan adopted in 1990, has identified the Anaheim Resort, including the Pointe Anaheim Overlay area, as a priority growth area for the economic development of the City. The Pointe Anaheim Overlay area includes vacant and under-utilized parcels, including several non-conforming industrial buildings, that will be developed with the implementation of the project.

#### **8.1.13 Policy**

Employ strategies within urban growth boundaries, such as public infrastructure investment, to promote in-fill and rehabilitation of existing properties and to foster permitted development consistent with the protection of quality of life within existing communities.

#### **8.1.14 Project Implementation.**

The primary planning concept for the Pointe Anaheim project is to extend the available shopping, dining, lodging and entertainment opportunities for visitors to The Anaheim Resort and enhance the area's overall appeal as an urban destination resort. This will promote the in-fill and rehabilitation of properties with revenue generating uses while protecting the 'quality of life' experienced by the community.

#### **8.1.15 Goal**

Develop land use strategies/incentives to reduce the amount of vehicle miles traveled.

**8.1.16 Policy**

Encourage new pedestrian oriented development that provides a range of services and amenities to reduce auto use during non-commute times.

**8.1.17 Project Implementation**

The Pointe Anaheim project includes a variety of uses in one location connected by an inviting, integrated pedestrian environment including landscaped promenades, plazas and gardens connecting the parking facilities, hotels and retail, dining and entertainment uses. The project is located within walking distance of the Disneyland Theme Park, the Anaheim Convention Center and a number of hotel rooms and commercial uses. The project's design and its proximity to nearby uses will allow visitors to reduce their auto use. Drop-off areas planned along Harbor Boulevard, Katella Avenue and Disney Way, together with a bus terminal located in the garage under the project, will additionally allow visitors, arriving by bus or shuttle, easy access to the project.

**8.1.18 Policy**

Support the development of diverse types of public and private transit services within urban areas to facilitate travel, particularly the home-to-work commute.

**8.1.19 Project Implementation**

The Disneyland Resort Specific Plan provides for several mass transit systems that will work together to minimize automobile traffic. The mass transit systems include: a pedestrian or transportation system, monorail, and conveniently located drop-off areas. The Pointe Anaheim project will endeavor to tie into as many of these systems as possible. The project will participate in the Anaheim Transportation Network and its design includes drop-off areas along the north side of Katella Avenue during the initial phase; as well as planned drop-off areas on the south side of Disney Way and the east side of Harbor Boulevard for when the portions of the project that address these street frontages are subsequently built. These drop-off areas will serve van shuttles, private buses and the public bus system. In addition, a Transportation Demand Management (TDM) program will be implemented to reduce the average vehicle trip (VT) and vehicle miles traveled (VMT) for the employees.

**8.1.20 Policy**

Encourage new development to provide commercial support opportunities for employment centers such as locating restaurants near and/or in employment centers or providing shuttle service to shopping areas.

**8.1.21 Project Implementation**

An important objective of the Pointe Anaheim project is to supply the visitor facilities that will be needed to meet the long-term demand for retail shopping, restaurant and entertainment

activities. Many of these same visitor-serving facilities can also be utilized by employees of the entire Anaheim Resort.

## **8.2 Growth Management Goals and Policies for Community Services and Facilities**

### **8.2.1 Police - Goal**

To adequately assess the impacts of proposed development and/or intensification of existing land uses and strive to achieve a goal of 1.45 to 1.7 sworn officers per thousand population, an emergency response time of 3 minutes and a non-emergency response time of 20 minutes.

### **8.2.2 Policy**

Provide mandatory review of all new discretionary actions prior to their approval to ensure that impacts to the Police Department are identified and appropriate mitigation measures/conditions of approval are incorporated, including phasing of the mitigation measure/condition.

### **8.2.3 Project Implementation**

The Disneyland Resort Specific Plan Public Facilities Plan Section, in conjunction with The Disneyland Resort Environmental Impact Report and the Pointe Anaheim Addendum to the Initial Study/Mitigated Negative Declaration, discusses impacts the Pointe Anaheim project will have on the Police Department. The recommended mitigation measures and project design features, such as providing convenient access to parking areas from Interstate 5 and providing pedestrian crossing guards for the corner of Harbor Boulevard and Disney Way during peak operating periods (which reduce the need for traffic police support), are identified in the Addendum to the Initial Study/Mitigated Negative Declaration. In addition, the project will make permanent space available on-site for an Anaheim Police Department substation at no cost to the City.

### **8.2.4 Goal - Fire**

To adequately assess the impacts of proposed development and/or intensification of existing land uses toward achieving a goal of:

- providing a maximum five minute engine company response to 90% of all incidents and a maximum 8 minute response to the remaining 10% of all incidents for both fire and paramedic service.
- providing a maximum 10 minute truck company response to 90% of all incidents for both fire and paramedic service.
- providing a minimum 15 minute truck company response to 90% of all hazardous material emergencies, and a 30 minute response to the remaining 10% of all incidents.

### **8.2.5 Policy**

Review all new discretionary and non-discretionary actions prior to their approval to ensure that impacts to the Fire Department are identified and appropriate mitigation measures/conditions of approval are incorporated.

### **8.2.6 Project Implementation**

The Disneyland Resort Specific Plan Public Facilities Plan Section, in conjunction with The Disneyland Resort Environmental Impact Report and the Addendum to the Initial Study/Mitigated Negative Declaration, discusses impacts the Pointe Anaheim project will have on the Fire Department. The recommended mitigation measures are identified in the Addendum to the Initial Study/Mitigated Negative Declaration.

### **8.2.7 Goal - Schools**

Assist the School Districts in their long-range planning efforts by facilitating their review of planning and development proposals including General Plan Amendments, zoning reclassifications, annexations and redevelopment proposals serving the planning area and to cooperate with the school district in their planning to provide school facilities to meet the needs of the community in a timely manner.

### **8.2.8 Policy**

Continue the practice of levying school impact fees on development as prescribed by AB 2926.

### **8.2.9 Project Implementation**

Development pursuant to The Disneyland Resort Specific Plan, including the Pointe Anaheim Overlay, is subject to a school impact fee as discussed in the Addendum to the Initial Study/Mitigated Negative Declaration.

## **8.3 Growth Management Goals and Policies for Infrastructure**

### **8.3.1 Goal - Water**

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to assure adequate levels of service and infrastructure are provided.

### **8.3.2 Policy**

Continue to review plans and permits to assure that developments provide their fair share of water service and costs to serve their projects.

### **8.3.3 Project Implementation**

The projected impact of the Pointe Anaheim Overlay on the City's water system supply is addressed in the Addendum to the Initial Study/Mitigated Negative Declaration. This study concluded that an adequate supply of water exists to support development of the project without adversely affecting the full build-out of the remainder of the Resort area. The project will pay its fair share of impact fees which address the cost of the related water infrastructure.

### **8.3.4 Policy**

Incorporate aesthetic considerations into the design of new water facilities such as the screening of water storage facilities and pumping stations.

#### **8.3.5 Project Implementation**

Any new water facilities will be screened according to the provisions of Section 5.0, 'Design Plan', of The Disneyland Resort Specific Plan.

#### **8.3.6 Goal**

To assure that water sources remain pure, that there is ample supply and distribution, through more efficient use of water storage conservation, use of reclaimed water and acquisition of additional facilities.

#### **8.3.7 Policy**

Implement water conservation programs and techniques in accordance with the Best Management Practices MOU to reduce the use of water to the most effective extent possible.

#### **8.3.8 Project Implementation**

Water conservation will be an important part of the Pointe Anaheim project and will be achieved through numerous measures intended to reduce water consumption. In addition, adequate water lines will be installed so that reclaimed water may be used for landscape irrigation and other purposes, if and when it becomes available. The Addendum to the Initial Study/Mitigated Negative Declaration determined that the modified project would demand less water than the previously approved project, even with the proposed aquarium. The list of mitigation measures set forth in the Addendum to the Initial Study/Mitigated Negative Declaration includes some of the water conservation measures that will be implemented within the Pointe Anaheim Overlay.

#### **8.3.9 Policy**

Develop techniques to increase water storage and capture such as capturing rain run-off and utilizing reclaimed water where appropriate.

#### **8.3.10 Project Implementation**

Adequate water lines will be installed so that reclaimed water may be used for landscape irrigation and other purposes, if and when it becomes available.

#### **8.3.11 Goal - Electrical**

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to assure that adequate levels of service and infrastructure are provided.

#### **8.3.12 Policy**

Continue to review plans and permits to assure that developments provide their fair share of electrical requirements to serve their projects and implement conservation measures.

#### **8.3.13 Project Implementation**

The Disneyland Resort Specific Plan Public Facilities Plan Section, in conjunction with The Disneyland Resort Environmental Impact Report and the Addendum to the Initial Study/Mitigated Negative Declaration for the Pointe Anaheim Overlay, discusses impacts the project will have on the electrical facilities and include mitigation measures addressing said impacts.

#### **8.3.14 Policy**

Implement the undergrounding conversion program.

#### **8.3.15 Project Implementation**

All electrical lines and cables within the Pointe Anaheim project will be located within a structure, undergrounded, or above ground and extensively screened with landscape so that they are not visible to the general public.

#### **8.3.16 Goal - Sanitary Sewer System**

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to assure that adequate levels of service and infrastructure are provided.

#### **8.3.17 Policy**

Continue to review plans and permits to assure that developments provide their fair share of sanitary sewer system requirements to serve their projects. Require capacity studies be performed by the developer/applicant if deemed necessary by the Public Works/Engineering Department.

#### **8.3.18 Project Implementation**

The Disneyland Resort Specific Plan Public Facilities Plan Section, in conjunction with The Disneyland Resort Environmental Impact Report and Addendum to the Initial Study/Mitigated Negative Declaration for the Pointe Anaheim project, discusses impacts the Pointe Anaheim project will have on the sanitary sewer system. The recommended mitigation measures ensure sufficient sewer capacity is available both for the project and the full build-out of balance of the Resort area. These measures are identified in the Addendum to the Initial Study/Mitigated Negative Declaration.

#### **8.3.19 Policy**

Continue to collect and implement sewer assessment area fees as appropriate.

#### **8.3.20 Project Implementation**

The Pointe Anaheim project will pay its proportionate share of fees for sewer system improvements.

**8.3.21 Goal - Storm Drain System**

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to assure that adequate levels of service and infrastructure are provided.

**8.3.22 Policy**

Continue to review plans and permits to assure that developments provide their fair share of storm drain requirements to serve their projects.

**8.3.23 Project Implementation**

The Disneyland Resort Specific Plan Public Facilities Plan Section, in conjunction with The Disneyland Resort Environmental Impact Report and the Addendum to the Initial Study/Mitigated Negative Declaration for the Pointe Anaheim Overlay, discusses impacts the Pointe Anaheim project will have on the storm drain facilities. The recommended mitigation measures are identified in the Addendum to the Initial Study/Mitigated Negative Declaration.

**8.3.24 Goal - Flood Control**

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to assure that adequate levels of service are provided.

**8.3.25 Policy**

Implement the recommendations in the Master Plan for Drainage.

**8.3.26 Project Implementation**

The recommended mitigation measures for storm drainage and compliance with the Master Plan are discussed in the Addendum to the Initial Study/Mitigated Negative Declaration.

**8.3.27 Policy**

Continue to review plans and permits to assure that developments provide their fair share of flood control requirements.

**8.3.28 Project Implementation**

The Disneyland Resort Specific Plan Public Facilities Plan Section, in conjunction with The Disneyland Resort Environmental Impact Report and the Addendum to the Initial Study/Mitigated Negative Declaration for the Pointe Anaheim Overlay, discusses impacts the project will have on the flood control facilities. The recommended mitigation measures are identified in the Addendum to the Initial Study/Mitigated Negative Declaration.

**8.4 Growth Management Goals and Policies for Circulation**

**8.4.1 Goal**

To reduce traffic congestion on the City of Anaheim controlled arterial highway system.

#### **8.4.2 Policy**

Continue to implement the Critical Intersection Program.

#### **8.4.3 Project Implementation**

The Transportation Study conducted in conjunction with the Addendum to the Initial Study/Mitigated Negative Declaration for the Pointe Anaheim project recommends a variety of traffic mitigation measures, including the widening of the intersections of Disney Way and Clementine Street in order to provide for dual left turn lanes.

#### **8.4.4 Policy**

Continue to promote traffic reduction strategies through incentives and site design criteria such as bicycle usage, carpools, pedestrian circulation and other TDM measures.

#### **8.4.5 Project Implementation**

The Pointe Anaheim project will implement and monitor a comprehensive Transportation Demand Management (TDM) program for all employees which will include at a minimum: carpooling, vanpooling, transit passes, commuter busses, shuttle service, bicycling, rental car fleet, a guaranteed ride home program, work schedule adjustments and work facility management. Other measures to achieve trip reductions and other TDM programs objectives will also be explored.

#### **8.4.6 Policy**

Use the City-wide transportation model to develop improvement phasing plans.

#### **8.4.7 Project Implementation**

The traffic study prepared for the Addendum to the Initial Study/Mitigated Negative Declaration for the Pointe Anaheim Overlay was prepared in conjunction with the citywide transportation model.

#### **8.4.8 Policy**

Continue to maintain consistency between the City's and County's Master Plan of Arterial Highways.

#### **8.4.9 Project Implementation**

The Circulation Plan for the Pointe Anaheim Overlay is consistent with the City's General Plan Circulation Element.

#### **8.4.10 Policy**

Promote and implement public transportation and alternative modes of transportation such as increasing access to public transit through land use design (locating higher unit residential projects near transportation corridors), provide direct and convenient pedestrian access from the

interior of development to public transit stops, development and promotion of bicycle trails, encouraging pedestrian friendly developments, support development of High Occupancy Vehicle (HOV) lanes, etc.

#### **8.4.11 Project Implementation**

An essential part of The Disneyland Resort Specific Plan is to promote improvement to the transportation system so that access to the Resort will be convenient and pleasant. The Specific Plan provides a combination of enhancing access routes to and from Interstate-5, local roadway improvements and new parking facilities. The Specific Plan provides for several mass transit systems that will work together to minimize automobile traffic. These mass transit systems include: pedestrian and/or transportation system(s), monorail, and conveniently-located drop-off areas for van shuttles, private buses and the public bus system.

The Pointe Anaheim project will endeavor to tie into as many of these systems as possible. The project will participate in the Anaheim Transportation Network and its design which includes drop-off areas along the north side of Katella Avenue during the initial phase; as well as planned drop-off areas on the south side of Disney Way and the east side of Harbor Boulevard for when the portions of the project that address these street frontages are subsequently built. These drop-off areas will serve van shuttles, private buses and the public bus system. Further, proposed within the project is a bus terminal/facility and 15 bus parking spaces. In addition, the project includes a variety of uses in one location connected by an inviting, integrated pedestrian environment consisting of landscaped promenades and plazas connecting the parking facilities, hotels, retail, dining and entertainment uses. This pedestrian oriented environment, together with the fact that the project is located within walking distance of the Disney Theme Parks, the Anaheim Convention Center and thousands of hotel rooms and other commercial uses along Harbor Boulevard, will allow visitors to reduce their auto use during the day.

#### **8.4.12 Policy**

- Prior to the issuance of building permits for new developments forecast to generate 100 or more peak hour (morning or evening) trip ends, traffic impact analyses are to be completed to identify arterial and intersection improvements needed to provide not worse than LOS "E" along Interstates, State Routes and Super-streets (unless current operation is LOS "F"), and not worse than LOS "D" along the balance of the arterials on the City's Circulation Element that are measurably impacted by the new development and are under the City's jurisdiction.
- Developments that are under the City's jurisdiction are required to provide improvements or provide funding for needed improvements to provide not worse than the above-referenced LOS with existing plus development traffic. Large-scale development projects in the City may involve complex coordination between the different phases of development of the project and the phasing of the necessary improvements to roadway capacities needed for the project. Thus, new large-scale development projects in the City shall be required to establish an approved development phasing program ('Phasing Program') which phases development of the project commensurate with the required improvements to roadway capacities. The Phasing Program shall include an overall build-out plan which can demonstrate the ability of the infrastructure to support the planned development and financing mechanisms to fund the improvements, with the developer paying its fair share of the costs of the improvements. Projects which are not subject to the Phasing Program shall implement improvements within three years of building permit issuance or up to five years from first grading permit for each approved phase of the project; with bonding to ensure the developer's fair share participation.

Intersections exempt (intersections that can have an unacceptable LOS) from the above paragraph include facilities under the jurisdiction of another City or the State or those included on the Deficient Intersection List established pursuant to this Element (this Deficient Intersection List is determined by members of the Inter-Jurisdictional Planning Forums). Deficient intersections are those intersections that are not brought into compliance in the most current CIP for reasons beyond the control of the local jurisdiction (i.e., intersections such as those involving ramps leading to or from the freeways). The intersections identified on Figure 2 of the Growth Management Element are under the control of another City, the County or State; therefore, the City of Anaheim is not held responsible for bringing these intersections to an acceptable LOS. Locations outside of the City's jurisdiction shall be discussed through the Growth Management Area Inter-Jurisdictional Planning Forums to effect mutually satisfactory mitigation of traffic impacts forecast with individual development.

#### **8.4.13 Project Implementation**

Section 4.0, 'Public Facilities Plan,' in conjunction with The Disneyland Resort Environmental Impact Report and the Addendum to the Initial Study/Mitigated Negative Declaration prepared for the Pointe Anaheim Overlay, discusses impacts The Disneyland Resort will have on the Circulation System. The recommended mitigation measures to achieve the required LOS, such as new signalized intersections, increases in the number of dedicated turning lanes, upgrades to the traffic controller system and pedestrian control guards at peak periods of operation, are identified in the Addendum to the Initial Study/Mitigated Negative Declaration. The transportation study conducted in conjunction with the Pointe Anaheim Addendum to the Initial Study/Mitigated Negative Declaration demonstrates that the effect of these improvements will be to either maintain or improve the LOS at each of the intersections studied.

#### **8.4.14 Goal**

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to provide adequate levels of service and infrastructure.

#### **8.4.15 Policy**

Continue to review plans and permits to assure that developments provide their fair share of transportation fees/improvements to mitigate their impact.

#### **8.4.16 Project Implementation**

Section 4.0, 'Public Facilities Plan,' in conjunction with The Disneyland Resort Environmental Impact Report and the Addendum to the Initial Study/Mitigated Negative Declaration for the Pointe Anaheim Overlay, discusses impacts the project will have on the transportation system. The recommended mitigation measures which will assure the development's share of transportation fees/improvements are met are identified in the Addendum to the Initial Study/Mitigated Negative Declaration.

#### **8.4.17 Policy**

Require that all new development shall pay its share of the transportation improvement costs associated with that development, including traffic mitigation affecting neighboring cities through the Inter-Jurisdictional Planning Forum process.

#### **8.4.18 Project Implementation**

Section 4.0, 'Public Facilities Plan,' in conjunction with 'The Disneyland Resort Environmental Impact Report and the Addendum to the Initial Study/Mitigated Negative Declaration for the Pointe Anaheim Overlay, discusses impacts the project will have on the transportation System. Project design features and mitigation measures to assure the project's share of transportation improvement costs are met, are identified in the Addendum to the Initial Study/Mitigated Negative Declaration.

#### **8.4.19 Policy**

That the City of Anaheim shall collect a transportation improvement fee for improvements within its boundaries and work with other jurisdictions through Inter-Jurisdictional Planning Forums to determine minimally acceptable impact fee levels for application within the GMAs.

#### **8.4.20 Projection Implementation**

Section 4.0, 'Public Facilities Plan,' in conjunction with 'The Disneyland Resort Environmental Impact Report and the Addendum to the Initial Study/Mitigated Negative Declaration for the Pointe Anaheim Overlay, discusses impacts the project will have on the circulation system. The project's share as a percentage of total traffic growth at each intersection has been identified. The developer will mitigate the impacts of the project on the transportation infrastructure system through implementation of the mitigation measures identified in the Addendum to the Initial Study/Mitigated Negative Declaration,

#### **8.4.21 Policy**

That development shall be phased and phasing programs for specific large scale projects shall be approved in accordance with any applicable Comprehensive Phasing Program (CPP) adopted by the City. CPPs shall include development phasing plans which establish both a phasing allocation of development commensurate with roadway capacities and an overall build-out development plan which can be supported by implementation of the planned circulation system.

#### **8.4.22 Project Implementation**

The uses within the Pointe Anaheim project will be phased over time within five areas of the project. The transportation study conducted as part of the Addendum to the Initial Study/Mitigated Negative Declaration for the Pointe Anaheim project discussed the impacts the project will have on the circulation system. The project's share as a percentage of total traffic growth at each intersection has been identified. The developer will mitigate the impacts of the project on the transportation infrastructure system by implementation of the mitigation measures identified in the Addendum to the Initial Study/Mitigated Negative Declaration.

#### **8.4.23 Policy**

All new development shall pay its fair share of the costs associated with cumulatively needed traffic improvements/programs. This shall be accomplished with collection of a Citywide transportation improvement fee that meets or exceeds the minimally acceptable fee levels identified through the Growth Management Area Inter-Jurisdictional Planning Forums. New Measure M sales tax revenues shall not be used to replace private developer funding which has been committed for any project or normal subdivision obligations; and shall be applied towards

maintenance and/or correction of existing LOS deficiencies.

#### **8.4.24 Project Implementation**

The transportation study conducted as part of the Addendum to the Initial Study/Mitigated Negative Declaration for the Pointe Anaheim project discusses impacts the project will have on the transportation system. The recommended mitigation measures addressing the payment or construction of transportation improvements are identified in the Addendum to the Initial Study/Mitigated Negative Declaration.

### **8.5 Growth Management Goals and Policies for Parks and Open Space**

#### **8.5.1 Goal**

To adequately assess the impact of proposed development and/or intensification of existing land uses and propose mitigation measures to assure that adequate levels of service are provided and that the goal of a minimum of two acres of parks per thousand population is required of new developments.

#### **8.5.2 Policy**

Continue to review plans and permits to assure that developments provide their fair share. contribution to park and/or facilities.

#### **8.5.3 Project Implementation**

The conceptual architectural designs for the Pointe Anaheim project include over 5 acres of lushly landscaped and decoratively hardscaped pedestrian promenades, multi-level plazas, and outdoor guest amenity areas at full build-out of the project. These areas of the project, which will link the various retail, dining, entertainment and hotel uses, will contribute to the day-time and evening recreation opportunities for the community by being open to the general public without any admission fee.

### **8.6 Growth Management Goals and Policies for Air Quality**

#### **8.6.1 Goal**

To adequately assess the impacts of proposed development and/or intensification of existing land uses and propose mitigation measures to assure that SCAQMD air quality standards are achieved, the greatest reduction possible in vehicle miles traveled is achieved, and that land uses are proportionately balanced.

#### **8.6.2 Policy**

Continue to require all developments to comply with the requirements of the Air Quality Management Plan.

#### **8.6.3 Project Implementation**

The Addendum to the Initial Study/Mitigated Negative Declaration prepared for the Pointe Anaheim Overlay discusses impacts the project may have on air quality compared to the assumption of the build-out of the entire site as hotel rooms at the maximum allowed density. This study determined that the project will not result in any greater air quality impacts than under the assumption of full build-out of the entire site as hotel rooms, and as previously analyzed in The Disneyland Resort Environmental Impact Report. Project design features and mitigation measures such as reducing the dependence on the private automobile for trips within the Resort area are identified in the previous Environmental Impact Report and demonstrate that the Specific Plan will comply with the AQMP (Air Quality Management Plan). In order to assure that the Pointe Anaheim project's impacts are no greater than previously assumed, all appropriate mitigation measures from The Disneyland Resort Environmental Impact Report have been incorporated in the Addendum to the Initial Study/Mitigated Negative Declaration for the Pointe Anaheim project.

#### **8.6.4 Policy**

Continue to reduce the amount of vehicle miles traveled through the implementation of transportation demand management (TDM) programs (the City recently adopted TDM Ordinance #5209) and other programs designed to promote trip reductions, increase vehicle occupancy ratio, etc.

#### **8.6.5 Project Implementation**

The Pointe Anaheim project will implement and administer a comprehensive Transportation Demand Management (TDM) program for all employees. A menu of the TDM program strategies and elements for future employee commute options include, but are not limited to: carpooling, vanpooling, transit passes, commuter busses, shuttle service, bicycling, rental car fleet, guaranteed ride home program, work schedule adjustments and work facility management. Other measures to achieve trip reductions and other TDM program objectives will be explored, including the formation of a Pointe Anaheim Resort Transportation Management Association (TMA), or participation in a Disneyland TMA or an Anaheim Resort TMA, if available.

#### **8.6.6 Policy**

Pursue methods to reduce vehicle miles traveled through non-regulatory and voluntary market-based incentive efforts.

#### **8.6.7 Project Implementation**

The Pointe Anaheim project will implement and administer a comprehensive Transportation Demand Management (TDM) program for all employees. A menu of the TDM program strategies and elements for future employee commute options include, but are not limited to: carpooling, vanpooling, transit passes, commuter busses, shuttle service, bicycling, rental car fleet, guaranteed ride home program, work schedule adjustments and work facility management. Other measures to achieve trip reductions and other TDM program objectives will be explored, including the formation of a Pointe Anaheim Resort Transportation Management Association (TMA), or participation in a Disneyland TMA or an Anaheim Resort TMA, if available.

#### **8.6.8 Policy**

Strive to achieve compliance with applicable Federal and State standards for air quality.

### **8.6.9 Project Implementation**

The Addendum to the Initial Study/Mitigated Negative Declaration for the Pointe Anaheim Overlay discusses impacts the project will have on air quality. The Pointe Anaheim Project will implement a comprehensive TDM program for all employees. In addition, in order to assist in achieving the objectives established in The Disneyland Resort Environmental Impact Report for extending the average length of guest stay, Pointe Anaheim will participate in marketing programs which promote The Anaheim Resort as a mini-vacation site and that encourage the use of facilities within the Resort area rather than taking cars to destinations off-site.

## **9. Parks, Recreation and Community Services**

This section describes the portion of the Parks, Recreation and Community Services Element of the General Plan that apply to the Specific Plan.

### **9.1 Goal and Policies 1**

Provide for sufficient indoor and outdoor park, recreation and community service opportunities throughout Anaheim to meet the needs of existing and future residents and workers.

#### **9.1.1 Policy**

Encourage the development of park and community service facilities within areas of relatively high employment concentrations that will serve the needs both of local workers and nearby residents.

#### **9.1.2 Project Implementation**

The Pointe Anaheim Overlay includes open space areas, and retail, dining and entertainment facilities that will be available to the general public including local workers and nearby residents. The conceptual architectural designs for the Pointe Anaheim project include lushly landscaped and decoratively hardscaped pedestrian promenades and multi-level plazas. These park-like areas of the project will link the various retail, dining, entertainment and hotel uses between Harbor Boulevard and Katella Avenue. In addition, they will contribute to the daytime and evening recreation opportunities for the community by being open to the public without any admission fee.

### **9.2 Goal and Policies 2**

Maintain and improve Anaheim's overall visual appeal by way of continued development and maintenance of medians, parkways and street trees throughout the City.

#### **9.2.1 Policy**

Develop, continuously maintain, and rehabilitate, when necessary, cost effective, aesthetically pleasing, and uniformly designed landscaped parkways and medians without compromising other park, recreation and community services programs.

#### **9.2.2 Project Implementation**

One of the design concepts for The Disneyland Resort Specific Plan is to transform and unify the Resort with landscaping. The primary component of this transformation will be the streetscape, which will include trees and shrubs as well as man-made elements such as light

fixtures, benches, monument signs and banners. Specially designed landscaped parkways and medians are an integral part of the Specific Plan.

All of the landscaping along the exterior of the Pointe Anaheim property that is adjacent to perimeter streets will be consistent with the Specific Plan requirements. All landscaping will be maintained in a neat and orderly manner. In addition, the City anticipates that it will be forming a Landscape Maintenance District within The Anaheim Resort. Pointe Anaheim will become a member of the Landscape Maintenance District if and when it is formed, and will participate proportionally in the provision of funds for such district.

### **9.2.3 Policy**

Replace trees when removed with proper, aesthetically pleasing, easily maintained and safe tree species consistent with an adopted Master Plan of Trees.

### **9.2.4 Project Implementation**

All trees on the exterior of the Pointe Anaheim project and adjacent to perimeter streets will be planted in accordance with the approved plant palette found in Section 5.0, 'Design Plan,' of The Disneyland Resort Specific Plan. Section 7.0, 'Zoning and Development Standards' of The Disneyland Resort Specific Plan document requires the replacement of dead or diseased trees with trees selected from the same plant palette within the Specific Plan area, including the Pointe Anaheim Overlay.

## **9.3 Goal and Policies 3**

Provide community services to residents of Anaheim through a combination of programs aimed at satisfying unmet human needs.

### **9.3.1 Policy**

Facilitate the provision of childcare services and other community services by linking corporate, governmental, educational and private agencies.

### **9.3.2 Project Implementation**

The following mitigation measures have been added to the project:

1. That the property owner developer shall, in coordination with the Anaheim Union High School District, incorporate a retail training program into the Project for interested high school seniors.
2. That, prior to commencement of activities authorized by this conditional use permit; and ongoing during project operations, the property owner/developer shall, in coordination with the Anaheim City School District, incorporate a school program into the onsite theaters for the benefit of local school children.

## **9.4 Goal and Policies 4**

Enhance Anaheim's existing and future park, recreation and community services programs and facilities through responsive and progressive management techniques.

#### **9.4.1 Policy**

Pursue alternative park, recreation and community services development financing techniques, including development agreements and other public/private techniques.

#### **9.4.2 Project Implementation**

In addition to extensive retail, dining and entertainment uses, the Pointe Anaheim project includes landscaped plazas, walkways and seating areas open to the public without a fee. The project has been designed to encourage use by pedestrians and will promote a festive, recreational theme.

### **6.10.1.2 Comprehensive Update to the City of Anaheim General Plan and Amendment No. 6 to The Disneyland Resort Specific Plan**

In 2004, the City of Anaheim completed a comprehensive update to its General Plan. The goals and policies related to the Commercial Recreation designation, The Anaheim Resort and the land use designations for the Anaheim GardenWalk project were incorporated into the updated General Plan.

The proposed General Plan Amendment No. 2005-00440 associated with Amendment No. 6 to The Disneyland Resort Specific Plan includes an amendment to the Land Use Element to reflect the following revised project description:

“The Disneyland Resort Specific Plan also provides for the development of the Anaheim GardenWalk project pursuant to the Anaheim GardenWalk Overlay at the following density and subject to the approval of Conditional Use Permit No. 4078, as amended, to permit the following: up to 569,750 square feet of specialty retail, restaurants, and entertainment uses, including movie theaters; 1,628 hotel rooms/suites (including up to 500 vacation ownership units) and 278,817 square feet of hotel accessory uses; a transportation center, and 4,800 parking spaces. The Anaheim GardenWalk Overlay encompasses District A and the portion of the Parking District (East Parking Area)/CR Overlay south of Disney Way.”

Under Amendment No. 6 to The Anaheim Resort Specific Plan, the GardenWalk project includes the two development phases as follows:

The first phase includes the development of approximately 20.3 acres of the project site (Area A) with 439,600 square feet of specialty retail, restaurants, and entertainment uses, including movie theaters; 1,266 hotel rooms (including up to 400 vacation ownership units) and 216,820 square feet of hotel accessory uses, a transportation center, and 3,200 parking spaces. The remaining 8.8 acres (Area B) would be developed as a subsequent phase with up to 130,150 square feet of specialty retail, restaurants, and entertainment uses, 362 hotel rooms (including up to 100 vacation ownership units) and 61,997 square feet of hotel accessory uses, and 1,600 parking spaces.

The project, as amended, continues to be in compliance with the General Plan.

**6.10.1.3 Anaheim GardenWalk Overlay**

Amendment No. 8 to The Disneyland Resort Specific Plan No. 92-1 related to the Anaheim GardenWalk Overlay allows revisions to Area A of Anaheim GardenWalk. The revised project (Areas A and B) consists of 590,265 square feet of specialty retail, restaurants, and entertainment uses, including movie theaters; 1,628 hotel rooms (including up to 500 vacation ownership units) and 278,817 square feet of hotel accessory uses; a transportation center, and 4,800 parking spaces. Pursuant to California Government Code Section 65454, a Specific Plan must be consistent with the City's General Plan. In order to implement the Specific Plan, a General Plan Amendment is required to change the density proposed within the Anaheim GardenWalk Overlay. The Anaheim GardenWalk Overlay, a portion of The Disneyland Resort Specific Plan No. 92-1, implements the General Plan's goals and policies, and is consistent with the City's General Plan. The Third Addendum to the previously approved Pointe Anaheim Initial Study and Mitigated Negative Declaration analyzes the consistency of the Anaheim GardenWalk with the General Plan. Amendment No. 8 to The Disneyland Resort Specific Plan No, 92-1 related to the Anaheim GardenWalk Overlay implements a variety of goals and policies in the General Plan by providing an integrated and attractive shopping and entertainment destination in the City.