

The Disneyland Resort Specific Plan

***Section 8.0: Zoning
Explanation***

8.1 Purpose

Section 7.0 of The Disneyland Resort Specific Plan, 'Zoning and Development Standards Section,' describes the specific standards and regulations which will apply to development within the Specific Plan area. These standards and regulations replaced the regulations contained in the City's previous C-R Zone (this zoning designation was subsequently replaced and superceded by the Anaheim Resort Specific Plan No. 92-2 Zone in September, 1994).

The purpose of this Section is to explain why the Zoning and Development Standards in The Disneyland Resort Specific Plan differ from those in the previous C-R Zone and to describe the differences between the two. Far the most part, it does not contain a standard-by-standard comparison; rather, it describes and analyzes the differences in a general way.

As part of this Disneyland Resort Specific Plan, Amendment No. 2, this section remains unchanged with the exception of Section 8.7, which describes the amendments to The Disneyland Resort Specific Plan subsequent to the original adoption of The Disneyland Resort Specific Plan on June 29, 1993.

8.2 Basic Principles

There are two principles that account for the majority of the differences between the Zoning and Development Standards contained in the Anaheim Municipal Code and The Disneyland Resort Specific Plan Zoning and Development Standards. The following is a discussion of these principles.

8.2.1 Provide More Detail and Greater Specificity

The Zoning and Development Standards contained within The Disneyland Resort Specific Plan are more detailed and provide greater specificity than those in the C-R Zone, especially in areas visible from the public rights-of-way. This greater detail is manifested in many ways. For example, The Disneyland Resort Specific Plan defines four separate land use Districts and a C-R Overlay, each with its own list of permitted uses and development standards that are unique to the needs of that District. In addition, the Zoning and Development Standards contained within the Specific Plan with respect to setbacks, building heights, and other pertinent development regulations, have been tailored to meet the specific needs of each District.

As a result, the public will have a more precise understanding of the nature and extent of the proposed development than would be possible with the more generic standards currently in place.

8.2.2 Minimize Need for Continuous Public Review

Another significant difference between the Zoning and Development Standards contained in the C-R Zone and The Disneyland Resort Specific Plan is that the Zoning and Development Standards in The Disneyland Resort Specific Plan have been defined in a way that minimizes the need for conditional use permits for primary uses (i.e., theme parks, hotels) proposed as part of the project. This is possible because of the detailed description of the proposed development contained within the Specific Plan. It is a more efficient planning approach because it reduces the time needed for review of future development proposals. It also assures the public that complex, interrelated issues, such as regional infrastructure (which cannot often be handled effectively through the conditional use permit process), will be considered and addressed. However, future uses, except for parking facilities, in the Future Expansion District which have not been defined with great detail will require discretionary approval by the Planning Commission by a conditional use permit process.

8.3 Land Use

Generally, both the C-R Zoning and Development Standards and The Disneyland Resort Zoning and Development Standards permit similar types of uses, such as visitor-serving commercial uses and other uses characteristic of a destination resort. The main difference between them is that The Disneyland Resort Specific Plan establishes separate Districts and defines land use according to each District, whereas the C-R Zone is a single zone.

8.3.1 Create Distinct Zoning Districts

Defining four separate Districts and a C-R Overlay within The Disneyland Resort Specific Plan permits more careful definition of the intent for each District, and thereby restricts the use of each District in a way that is not possible with the more general C-R Zone. This provides greater certainty to the surrounding community regarding the nature of future development.

Each of the four Districts and the C-R Overlay permit uses which are consistent with the general intent, as well as many of the particular provisions, of the C-R Zone. These four Districts include: the Theme Park District, the Hotel District, the Parking District and the Future Expansion District. The C-R Overlay permits the parcels with this designation to continue with their current use, become a part of the underlying base District, or to be modified and replaced with development of uses currently permitted or conditionally permitted by the C-R Zone. The C-R Overlay incorporates the uses permitted in Chapter 18.48 of the Anaheim Municipal Code (C-R Zone) by reference. As such, should any provisions of the C-R Zone be superseded and replaced by a Specific Plan Zone in the future, this change would also apply to the C-R Overlay.

The uses allowed in the four Districts, i.e. hotel, theme park, retail and parking uses, are all permitted or conditionally permitted in the existing C-R Zone. The Disneyland Resort Specific Plan, however, identifies where each of these land uses will occur and provides other detailed regulations to assure compatibility with surrounding development, both existing and proposed.

8.3.2 Define Uses by District

The Disneyland Resort Specific Plan defines the uses that are permitted within each of the four land use Districts and C-R Overlay according to five categories: 1) primary permitted uses; 2) accessory uses permitted in combination with primary permitted uses; 3) temporary uses; 4) conditional uses; and 5) prohibited uses. These are the same general categories as are used in the C-R Zone.

The primary difference between the C-R Zone and The Disneyland Resort Specific Plan is that the designation of a particular use (that is, whether it is permitted, accessory, etc.) in a particular District is established with more specificity so that the use will be consistent with the intent of the District and will not conflict with surrounding uses.

8.3.3 Concept Plans

In addition to defining the permitted uses for each District, The Disneyland Resort Specific Plan contains concept plans for three of the four Districts: the Hotel District, Theme Park District, and Parking District. These concept plans further

define the intent of the plan by showing access points, setback widths, and the general internal organization of these Districts. The C-R Zone does not contain similar conceptual plans.

8.4 Development Standards

Generally, the development standards contained within The Disneyland Resort Specific Plan are more extensive and address more specific situations than those contained in the C-R Zone. In part, this is due to the presence of four separate land use districts, but can also be attributed to the greater precision with which the Specific Plan defines the character and quality of development within the Specific Plan area.

Development standards addressed in The Disneyland Resort Specific Plan which differ from the C-R Zone include development intensity, building heights, setbacks, landscaping and parking requirements. Each of these development standards is addressed in the following paragraphs.

8.4.1 Development Intensity (Density)

The Disneyland Resort Specific Plan contains information about development intensity that is not present within the C-R Zone. In particular, the Specific Plan establishes the maximum number of hotel rooms permitted within the Specific Plan area. In addition, the Specific Plan provides development caps of the square footage for hotel and support retail development and conference space. The anticipated amount of enclosed space within the Theme Park District is also described. The C-R Zone Standards and Regulations control density primarily through the conditional use permit process.

8.4.2 Building Height

In the C-R Zone, the maximum height permitted throughout the zone is 6 stories and/or seventy-five (75) feet. Development projects that propose buildings taller than seventy-five feet are required to apply for conditional use permits. In addition, the City has adopted the Anaheim Commercial Recreation Area Maximum Permitted Structural Height Map (referenced in Chapter 18.40.080, formerly 18.04.035) that defines the maximum height that any building in The Anaheim Resort may achieve through the conditional use permit process.

The approach of the Zoning and Development Standards Section of the Specific Plan is to define maximum heights for each District based on the particular needs of the District. In addition, maximum heights have been established for most buildings at the required setbacks along specific rights-of-way. A 2:1 sky exposure plane height limit between the heights at the setback and the maximum height has also been established. These height limits increase the amount of sunlight available to the adjacent streets or residential properties, reduce the apparent mass of structures visible from adjacent streets or residential properties, and help create a street environment more attractive to pedestrians. The maximum building heights in the District are defined by Exhibit 1, 'Maximum Permitted Structural Heights,' which limits heights in order to prevent views into the theme parks from surrounding uses, and/or views of surrounding uses from within the theme parks. These maximum heights cannot be exceeded through the conditional use permit process.

In the Theme Park District, the maximum height permitted within the theme parks themselves will be 300 feet, but only one special thematic element will be allowed to be this high. Other thematic elements may be up to 250 feet high, but most buildings will range from 30 to 100 feet in height. In order to enhance the pedestrian character of the surrounding streets in the Central Core (Harbor Boulevard and Katella Avenue), as well as along West Street/Disneyland Drive, the Specific Plan establishes a forty-five foot height limit at the setback along these streets adjacent to the theme parks. A 2:1 sky exposure plane extending away from the street further limits building heights.

In the Parking District, the maximum height is defined for each of the two parking areas based on the size of the facilities and relationship to adjacent uses. For example, although the parking facility in the West Parking Area will be sixty-five feet high, the Specific Plan limits the height at the setback line to forty feet, and the 2:1 sky exposure plane extending away from Walnut Street will further restrict the height. The intent of the 2:1 sky exposure plane is to assure more sensitive building massing, and to minimize visual impacts on adjacent land uses. Current C-R Zone regulations would permit structures to be seventy-five feet tall at the building setback line, without a conditional use permit. Exhibit 8.4.2a shows a comparison of the current and proposed height standards adjacent to the Parking District.

Similarly, the building heights in the Hotel District are restricted at the building setback line adjacent to public streets to forty-five feet (forty feet on Walnut Street). A 2:1 sky exposure plane extending away from Walnut Street, Katella Avenue, and West Street/Disneyland Drive and the requirement that the setback increases with higher heights on Cerritos Avenue regulates the heights adjacent to public streets. Exhibit 8.4.2b shows a comparison of the current and proposed height standards adjacent to the Hotel District.

The Future Expansion District heights are defined by Exhibit 1, 'Maximum Permitted Structural Heights.' The height at the setback is limited to 45 feet adjacent to Katella Avenue. On Haster Street, the required setback increases with higher heights. A 2:1 sky exposure plane extends back from the setback and further limits heights. A similar sky exposure plane limits heights adjacent to the residential use immediately south of this District. The restrictions on height in this area adjacent to the residential uses are similar to what is currently provided for in the C-R Zone in the requirement that building heights step back from the property line. Exhibit 8.4.2c shows a comparison of the current and proposed height standards adjacent to a residential zone. In addition, there will be no view intrusion into residential properties.

The Disneyland Resort Specific Plan provides for walls to be a maximum of twelve feet in height and fences to be a maximum of sixteen feet high in all Districts. However, in the C-R Overlay walls and fences may be a maximum of eight feet in height. The C-R Zone limits maximum wall and fence height to six feet and makes no provision for walls or fences of up to sixteen feet high. The types of uses within the Specific Plan require special security and screening and need the additional height for perimeter walls. However, all fences and walls are required to be treated with vines and/or landscape as provided in the Design Plan in Section 5.0 of the Specific Plan.

8.4.3 Setbacks

As with building height standards, The Disneyland Resort Specific Plan setback standards are tailored to specific conditions which are described in detail in the Specific Plan. The Disneyland Resort Specific Plan identifies streets with wider rights-of-way, especially in the areas between the curb and the right-of-way line. This additional space accommodates the landscape parkway proposed for the Public Realm that is necessary to create the overall identity envisioned by the Specific

Plan. When measured from the new right-of-way line, The Disneyland Resort setbacks are less than the C-R Zone setbacks. However, when measured from the street curb to the building face, they are generally comparable to those in the C-R Zone. The major areas in which The Disneyland Resort Specific Plan requires less setback than the existing C-R Zone, are where existing buildings encroach into the new setback area. Exhibit 8.4.3a contains a comparison of the current C-R Zone setback standards and The Disneyland Resort Specific Plan setback standards for each of the streets within the Specific Plan area. Although this matrix does not cover every condition likely to be encountered within the Specific Plan area, it shows how the two sets of standards compare, and provides additional rationale for the differences between the two.

Another factor that should be considered when comparing the setback standards of The Disneyland Resort Specific Plan to the C-R Zone is that The Disneyland Resort Specific Plan identifies more landscaped medians than would be provided through implementation of the City's General Plan. West Street/Disneyland Drive, a portion of Disney Way, Walnut Street, and Clementine Street will each have landscaped medians that would not exist with the City's current standards. In addition, the Plan proposes landscaped parkways adjacent to nearly all streets. The landscaped median in combination with landscaped parkways will contribute to the overall positive image of the Specific Plan area.

8.4.4 Landscaping

The landscape standards in both the C-R Zone and The Disneyland Resort Specific Plan are comparable in terms of the amount of landscaping required, the size of plant material at the time of installation, and the maintenance requirements. Unlike the C-R Zone, however, there is a fifteen percent minimum landscape area requirement in the Hotel District. The special landscape treatment required at specified intersections has been reduced from a sixty-foot triangular area to fifty-foot triangular area. This reduction will be compensated for by the increase in the landscape parkway requirements. In addition, The Disneyland Resort Specific Plan contains more specific guidelines for the landscape treatment of setback areas and immediately adjacent to the public right-of-way. The Disneyland Resort Specific Plan also contains a detailed plant palette which identifies each plant and how it is to be used within the Specific

Plan area. These factors provide additional guidance that will help assure the unified appearance of the development within the Specific Plan area.

8.4.5 Parking Requirements

Parking requirements within the C-R Zone are the same as for the rest of the City. Within The Disneyland Resort, however, there are several special conditions which deviate from the City's standard parking regulations.

First, with the exception of guest parking for hotels constructed within the Theme Park District, there will be no parking for the general public within the Theme Park District; all parking needs for the theme park visitors will be met by the public parking lots and parking facilities within the Parking District and Future Expansion District. Special provisions have been made in the Circulation Plan of The Disneyland Resort Specific Plan to enhance access to the public parking facilities from the Freeway. In addition, people mover/moving sidewalk systems will connect the public parking areas directly to the theme park entries. These special provisions will ensure that the parking system for The Disneyland Resort will minimize impacts on surrounding City streets.

Second, the parking requirements for the hotels in the Hotel District vary somewhat from the City's current standard. In some cases, the number of spaces provided will exceed the City's typical requirements, and in others, fewer spaces will be provided. There are several reasons for this. The level of service provided to hotel guests at some hotels will exceed others, requiring more hotel employee spaces at some hotels and less at others. Also, many guests check out of a hotel early in the day but leave their car in the hotel parking lot while they spend another day in the theme park. This creates additional demand for parking spaces. On the other hand, the more moderately priced hotels have fewer employees per guest than the current standard requires, and providing the number of spaces required by the City's standard would mean that more would be devoted to parking spaces than would be necessary.

Finally, the number of spaces required in the back-of-house or accessory administrative, maintenance and storage areas for the Theme Park District will vary depending on that particular back-of-house use. Most theme park employees will be parking in the Parking District, so no special parking areas will be needed within the Theme Park District for employee parking. The exception is the Disneyland Administration Building, which will have separate parking provided adjacent to the building at standard City parking ratios. Some incidental spaces located in

the back-of-house area will accommodate service vehicles and other special vehicle needs.

8.5 Other Considerations

This section describes other sections of the Specific Plan zoning code.

8.5.1 Processing Requirements

Both The Disneyland Resort Specific Plan and the C-R Zone contain review procedures to ensure compliance with their provisions, including both development standards and design guidelines. Both establish permitted uses, densities, building heights and setbacks and other development standards that are allowable as-of-right. Variation from these standards within the C-R Zone usually requires a conditional use permit. Approval of a conditional use permit requires a noticed public hearing at which time the Planning Commission may attach conditions of approval, including limitations on heights and setbacks. In The Disneyland Resort Specific Plan, however, the nature of the development has been defined more precisely so that conditional use permits will only be needed occasionally, and only to permit conditional uses; conditional use permits to establish building height or setback requirements will not be necessary.

Instead of the conditional use permit review process, The Disneyland Resort Specific Plan establishes a three-tiered system for project review prior to issuance of building permits. For areas within the theme parks not visible from the public right-of-way, the parking facilities in the Parking District and parking facilities in the Future Expansion District as set forth in Exhibit 5.8.3e—Future Expansion District Concept Plan, building permit applications will be reviewed for conformance with the Specific Plan, as well as other applicable standards and regulations. For certain minor boundary adjustments, the Planning Director will review Final Site Plans for conformance with the concept plans shown in Section 5.0, ‘Design Plan,’ of the Specific Plan, as well as other applicable standards and regulations. If the plans comply with the requirements of the Specific Plan, the Planning Director will approve the Final Site Plans. For the Hotel District, setback areas of the Theme Park District and certain boundary adjustments, the Final Site Plan will be submitted to the Planning Commission at a public meeting for Report and Recommendation. Once again, if the Final Site Plan is consistent with the Specific Plan, the Planning Commission will approve the Final Site Plan. Development within the Future Expansion District, except for parking facilities as set forth in Exhibit 5.8.3e—Future Expansion District Concept Plan and development which occurs in compliance with the requirements of the C-R Overlay, will require submittal of Final Site Plans for review by the Planning

Commission at a noticed public hearing. The Planning Commission may attach conditions of approval to the Final Site Plans reviewed in a noticed public hearing.

8.5.2 Definitions

The Disneyland Resort Specific Plan defines a few uses slightly different than the Anaheim Municipal Code does. However, the slight changes reflect current operations. For example, the requirement that all restaurants have at least twenty-five percent of its floor area devoted to a kitchen is unreasonable within a large hotel complex, such as the 97-acre Hotel District, where there may be several main kitchens, each serving more than one restaurant.

8.5.3 Temporary Uses

The Disneyland Resort Specific Plan provides for certain temporary buildings and structures to be reviewed by the Planning Director. The temporary buildings/uses include contractor's offices during the construction of The Disneyland Resort in accordance with the phasing plan in Section 3.0 of the Specific Plan, Open Air Festivals held outside theme parks or hotel/motel complexes out of view of the public rights-of-way and trailers within the back-of-house area of the theme parks not visible from the public right-of-way. The Disneyland Resort Specific Plan provides flexibility for these type of buildings and uses for efficient management of theme parks and hotel/motel complexes while protecting views from the public rights-of-way. These provisions are similar to the current requirements.

8.6 Signs

This section describes the sign standards that will apply to the Specific Plan area.

8.6.1 Sign Standards

As part of the City's Identity Concept Program, a number of refinements have been proposed to the City's current standards for signs. The goal in creating the Identity Concept Program is to set the Specific Plan area aside as an unique, special and friendly environment.

8.6.2 Coordinated Sign Program

Property owners in the Specific Plan area must have all signs on a property designed with a consistent design detailing, typeface and color systems. This coordination will reduce the visual clutter of signs placed haphazardly and the confusion of inconsistent information.

8.6.3 Permitted Signs

8.6.3.1 Informational, Regulatory and Directional (IRD) Signs

The list of permitted signs has been revised to include Informational, Regulatory and Directional (IRD) Signs both visible and not visible from the public right-of-way. Since these signs must be included as part of the Coordinated Sign Program, they should not increase the clutter of signs in the Specific Plan area. Flexibility is needed for IRD signs not visible from the public right-of-way for vehicular and pedestrian directories. In addition, size needs may vary depending on the physical features and size of the property. Specific size and location is described for IRD signs visible from the public right-of-way. However, the allowable sign size was increased from four square feet to eight square feet in order to direct vehicular traffic from major arterials to entrances, parking and registration offices. In addition, the use of a company symbol is limited to no more than 25% of the area of sign.

8.6.4 Conditionally Permitted Signs

8.6.4.1 Changeable Copy Signs

Additional design requirements were added for changeable copy signs. Changeable copy signs can produce an intensity of light and movement that can become annoying; therefore, they have been prohibited from view from residential properties. Bulb matrix technology is one of the primary mechanisms used for changeable copy signs; therefore, it is necessary to allow bare bulbs as they pertain to bulb matrix technology. To ensure changeable copy signs appear to be of the desirable high quality sign wanted for this important area, they should be integrated with the architecture of the building. To keep the changeable copy sign in the most appropriate viewing zone, they are required to be below 25 feet.

8.6.5 Prohibited Signs

To further promote the goals of the Specific Plan a few additional signs were added to the list of prohibited signs.

8.6.6 Sign Standards (Matrix)

As part of the Identity Concept Program for the Specific Plan area, a high quality standard for the types of signs and illumination has been established to create consistency. The

following standards tie the signs of the area together, while still allowing individual expression of the business identity.

8.6.6.1 Freestanding Signs

Standard Monuments Sign Base

A standard sign base has been developed for the entire Specific Plan area. The monument sign base will become part of the overall design and reinforce the continuity of the Specific Plan area. It will establish a zone where people can find consistent information about their destinations, whether it be a major entertainment facility, their hotel, or other visitor-oriented facility. A consistent address location and size of basic information, (such as the street address, hotel/motel affiliation and vacancy information) will aid visitors in finding their destination quickly.

Size

The maximum heights to the top of the monument signs have been increased to 10 feet to raise the sign faces above the landscape plantings and to maintain consistency throughout the area. In order to keep the sign from looking crowded, the total area of sign copy shall not exceed 75% of the area of the sign. In addition all sign copy must be at least ten inches from all edges of the sign. (Vacancy and affiliation information is not included in the 75% calculation for hotels and motels.)

Hotel Signs

In order to reinforce the identity of The Disneyland Resort within The Anaheim Resort, provide a unifying signage treatment for The Disneyland Resort hotels and to reinforce the special landscape character of West Street/Disneyland Drive, a different treatment of the sign base and supporting structure for the sign copy of The Disneyland Resort hotel monument signs was developed.

The monument signs proposed for The Disneyland Resort hotels are allowed to integrate the allowable sign area into a landscape element, such as a wall, fence or other landscape feature that expresses the architectural/thematic character of the hotel or adjoining development. The conditions along West Street/Disneyland Drive provide an unique opportunity within the Specific Plan area; including large areas of open landscape, significant building setbacks, a limited number of hotel access drives and long continuous street frontages for each hotel facility.

8.6.6.2 Wall Signs

Size

The maximum allowable size for general business (non-hotel/motel) wall signs is reduced for buildings two stories high and over because no matter how high a building is, the wall sign can be no higher than 25 feet. With this height limitation, all wall signs for general businesses will be in approximately the same zone and should be relatively close in size to one another.

Canopy Signs

Canopy signs are permitted in lieu of wall signs.

Access Signs for Hotel/Motels

Accessory uses in hotels/motels are permitted to have one wall sign per business that has a separate exterior entry. However, wall signs not visible from the public right-of-way are not regulated except that they must be part of the coordinated sign system.

8.6.6.3 Window Identification Signs

In an environment that is vehicular and pedestrian oriented, window signs speak particularly to the pedestrian. They have an inviting character and by limiting the coverage of the window panel to ten percent, pedestrians may still have pleasant views into the storefront.

8.6.7 Automotive Service Station Signs

Freestanding monument signs for service stations must also be on the standard sign base used for the Specific Plan area. The total sign display area stays at the maximum of 40 square feet. This format can allow for a larger logo, with a maximum size of eighteen (18) inches.

The location of the pricing information is located in a consistent area close to the road for easy viewing by vehicular traffic. Since most national oil companies have developed station and signing standards that have a very high quality appearance the use of these sign standards is encouraged as long as all code requirements are met.

8.6.8 Sign Illumination

The type of illumination used for signing can help maintain the sense of district by establishing a higher quality standard that will enhance the graphic information. Signs with surfaces illuminated by ground-mounted spot lights will have approximately the same visual presence at night as will signs with halo illumination. Both types of illumination are equally as visible and less obtrusive than internally-illuminated signs with an all-translucent sign face. Both of these types of illumination have enough presence at night for maximum legibility. The use of color on both sign types can add visual interest and help establish a stronger sense of identity for business. Businesses are also allowed to have graphic information routed from an opaque background with dimensional, internally illuminated, push-through acrylic copy. Push-through graphics afford extremely legible copy by day while giving a warm glow to the copy at night that has a light level equivalent to other recommended forms of sign illumination.

For wall signs the recommended sign illumination is reverse pan channel letters and symbols with halo illumination. This type of sign gives more of an upscale appearance to an establishment while still conveying the message to passers by. For the day time read, the individual pieces of the graphic can be painted in colors appropriate to the corporate identity or to the architectural design of the facility. At night, a consistent color for the halo illumination of the sign letters will provide visibility of the building or business identity.

8.7 Specific Plan Amendments

This section describes amendments to The Disneyland Resort Specific Plan subsequent to the adoption of The Disneyland Resort Specific Plan No. 92-1 on June 29, 1993.

8.7.1 Amendment No. 1

Amendment No. 1 to The Disneyland Resort Specific Plan related only to the Parking District, East Parking Area of the Specific Plan. Specific Plan No. 92-1 and the related Zoning and Development Standards (Section 7.0), as adopted by the City of Anaheim on June 29, 1993, allowed two possible configurations for the public parking facility in the East Parking Area. Amendment No.1 eliminated one of the optional configurations (referred to as Option 1 in Specific

Plan No. 92-1) for the public parking facility in the East Parking Area while leaving the other configuration (referred to as Option 2 in Specific Plan No. 92-1) intact.

To effectuate this change, Amendment No. 1 created a new district, District A, which encompasses approximately 9 acres of property originally within the East Parking Area. Said Amendment includes the removal of District A acreage from the C-R Overlay and the Parking District. Amendment No. 1 eliminated Parking and Transportation Facilities as primary permitted uses for the newly created District A and eliminated the related provisions for accessory commercial uses within parking facilities within both District A and the Parking District. The uses allowed in and the approval process required for District A remain identical to the uses and approval processes provided for the C-R Overlay.

8.7.2 Amendment No. 2

Amendment No. 2 to The Disneyland Resort Specific Plan related to the Parking District, East Parking Area, and District A of the Specific Plan. The Disneyland Resort Specific Plan No. 92-1, adopted by the City of Anaheim on June 29, 1993, amended April 12, 1994, provided configurations for both structured and surface parking facilities in the 40-acre East Parking Area. Amendment No. 2 removed approximately 9.9 acres originally located within the East Parking Area and transferred the acreage into District A of the Specific Plan which allows development of permitted and conditionally permitted uses and structures as set forth in the Anaheim Resort Specific Plan No. 92-2, Zoning and Development Standards.

To effectuate this change, Amendment No. 2 created a new parking configuration for possible structured parking facilities within the East Parking Area.

8.7.3 Amendment No. 3

Amendment No. 3 to The Disneyland Resort Specific Plan No. 92-1 encompasses certain minor modifications to The Disneyland Resort Project including a Revised Phasing Plan, makes modifications to the Specific Plan (including the zoning and development standards, design plan and guidelines, and public facilities plan) to implement the Revised Phasing Plan and incorporates minor textual and graphical modifications to the document including, but not limited to, the following:

- The Revised Phasing Plan would implement the Specific Plan land uses in three phases instead of two;
- Modifications to the Project/Specific Plan include revisions to the parking layout and associated phasing revisions to the drop-off area in the Theme Park District along Harbor Boulevard, minor realignment of West Street/Disneyland Drive between Cerritos Avenue and Katella Avenue to keep the alignment in its current configuration (it was previously approved to be curved within a portion of this area) and to lower the elevation of the street to provide for a potential pedestrian over crossing and Retail Entertainment Center straddling the street; provision of a new signal on Harbor Boulevard and on West Street/Disneyland Drive, retention of the existing Monorail alignment; and, relocation of the Southern California Edison (SCE) electrical lines within the approved alignment, with the 220-kV circuits to remain aerial; and,
- Other textual and graphical modifications include incorporation of various nomenclature and other minor modifications consistent with the adopted Anaheim Resort Specific Plan No. 92-2; clarification of the relationship of The Disneyland Resort Specific Plan to the adopted “Anaheim Resort Public Realm Landscape Program” and “The Anaheim Resort Identity Program”; addition of an updated description of the applicable General Plan provisions; modifications to the street cross-sections to reflect revised streetscape landscaping proposed as part of The Anaheim Resort Public Realm Landscape Program Amendment; and, typographical corrections.

8.7.4 Amendment No. 4

Amendment No. 4 to The Disneyland Resort Specific Plan No. 92-1 adds the Anaheim GardenWalk Overlay to a 10.2 acre portion of the Parking District/East Parking Area and the 18.9 acre District A. This new overlay provides for the development of the Anaheim GardenWalk Lifestyle Retail and Entertainment Complex as an integrated development to be constructed in one single continuous phase subject to the approval of Conditional Use Permit No. 4078. The Specific Plan Amendment includes text and exhibit changes throughout the document to reflect the new Anaheim GardenWalk Overlay including, but not limited to, the following:

- Modification of Section 10 (General Plan Amendment) of the Specific Plan document to add a description of General Plan Amendment No. 359 language pertinent to Anaheim GardenWalk.
- Amendments to the Public Facilities Plan to reflect improvements to Disney Way and Clementine Street, including dual left-turn lanes on northbound Clementine Street at Disney Way; a through right-turn lane on eastbound Disney Way at Clementine Street; right-turn lanes along southbound Clementine Street south of Disney Way; and a mid-block break in the Clementine Street landscaped median to permit turns into and out of the Anaheim GardenWalk project area.
- Amendment to the Development Plan to show the location of the Anaheim GardenWalk Overlay boundaries;
- Amendments to the Design Plan to add Conceptual Site Plans depicting the layout of the Anaheim GardenWalk project and amendments to the design guidelines and street cross-sections to reflect the Anaheim GardenWalk project components;
- Amendments to the Zoning and Development Standards to establish the zoning standards for the Anaheim GardenWalk Overlay including the proposed list of uses, project density, driveway locations and new provisions for on-site commercial signage.

8.7.5 Amendment No. 5

Amendment No. 5 to The Disneyland Resort Specific Plan No. 92-1 related to the Anaheim GardenWalk Overlay allows the development of the Pointe*Anaheim Lifestyle Retail and Entertainment Complex as an integrated development to be constructed in up to five phases over a period of time.

8.7.6 Amendment No. 6

Amendment No. 6 to The Disneyland Resort Specific Plan No. 92-1 modifies sections of the Specific Plan related to the Anaheim GardenWalk Overlay. The Specific Plan Amendment includes text and exhibit changes throughout the document to reflect the new Anaheim GardenWalk Overlay including, but not limited to, following:

- Revisions to the project description including development in two areas (Areas A and B).
- Modify exhibits throughout the document to reflect the renaming of the following: the Pointe Anaheim project to the Anaheim GardenWalk project, the Pointe Anaheim

Overlay to the Anaheim GardenWalk Overlay; and, Freedman Way to Disney Way.

- Amendments to the Zoning and Development Standards to modify zoning standards for the Anaheim GardenWalk Overlay including, but not limited to, modifying the proposed list of uses allowed under Conditional Use Permit No. 4078 to eliminate aquariums, establishing a Final Site Plan processing procedure for Area B, revising the phasing from 5 to 2 phases (Areas A and B), revisions to the description of the project density, increasing the number of the permitted hotel rooms that could be constructed as vacation ownership resort units from 200 to 500, permitting hotel rooms to be nonresidential condominium hotel rooms, increasing the maximum height of one of the icon structures from 30 to 90 feet and permitting outdoor dining areas to encroach into the Katella Avenue, Disney Way and Clementine Street setback areas.
- Amend project signage development standards in order to reflect the redesign of the main project entry from Harbor Boulevard to Disney Way, recognize the unique sign requirements associated with a multi-tenant regional retail and entertainment center, and provide visibility for major tenants located within the interior of the project, as follows:
 - Permit business identification wall signs for tenants located on Katella Avenue and Disney Way to have a maximum sign area of 110 square feet with a first letter height of 36 inches and in-line letter heights of 24 inches. The number and position of business identification wall are limited as shown in Exhibits 5.8.3.f.6, 5.8.3.f.7 & 5.8.3.f.8 of The Disneyland Resort Specific Plan.
 - Permit four (4) major businesses located within the interior of the project to have a total of four (4) signs located along the Disney Way street frontage, including (1) business identification wall sign (110 square feet in area) and three (3) business identification garden wall signs (100 square feet with maximum first letter height of 36 inches and in-line letter heights of 24 inches) as shown in Exhibits 5.8.3.f.6, 5.8.3.f.7 & 5.8.3.f.8 of The Disneyland Resort Specific Plan.
 - Permit one (1) major business identification sign on Disney Way with a maximum sign area of 240 square feet, as shown in Exhibits 5.8.3.f.6, 5.8.3.f.7 & 5.8.3.f.8 of The Disneyland Resort Specific Plan
 - Permit eight (8) project identification and seasonal graphics banners, (maximum 36 square feet in area) attached to the Disney Way building façade.
 - All of the business identification signs regulated by this ordinance shall be sized and positioned in substantial conformance to exhibits. 5.8.3.f.6, 5.8.3.f.7 & 5.8.3.f.8.

The applicant has provided the following explanation for the proposed changes to the Specific Plan:

“Re-Phasing of the Project

The project needs to be re-configured on a phase basis due to the changes in the market and the lack of ability to acquire the Pyrovest property in the foreseeable future, especially at a price that will be anywhere close to economic reality.

Addition of Developed Area

The project needs an increase in the retail gross leasable area and number of hotel rooms to provide a viable project relative to required critical mass. The project has been redesigned to reflect demand in the market for the needed goods and services, presently absent. The urban village design also better reflects the change in the resort area and the densification of the immediate market area. The retail has been moved from the more entertainment oriented (i.e.: Aquarium & Wonderworks) to a vibrant lifestyle center including a wide selection of first class restaurant. This change has imposed additional economic demands on the project that require the additional area to stabilize the economics. With the delay of any additional development in area B, more hotel rooms need to be added to Area A.

Conversion of Additional Hotel Rooms to Timeshare

The conversion of more hotel rooms to timeshare is needed to increase the inclusion of more hospitality units into the project and the market in a shorter period of time. Market studies indicated that there is a very high demand for timeshare units that is not being met in the resort area. This change will increase the success of the overall project and increase revenue to the City in a more expedited manner.

Need for Condo Hotel Provision

Since 9/11 hotel development has been plagued by lack of realistic financing. The requirement for the condo hotel provision is to allow an alternate financing source that will expedite the development of the hotels. This in turn would provide revenue to the City sooner rather than later.

Outdoor Dining Encroachment

In order to meet the demands of the quality restaurants patio seating is required and that seating is required to be as close as possible to the pedestrian and vehicular traffic in order to create the dynamic aspect of the project and to create the interactive atmosphere the restaurant’s want. This type of activity will create the pedestrian activity that will make the resort area the vibrant place it is planned to be.

Iconic Element

The iconic element which has always been part of the project, but was previously designed to interact primarily with the interior of the project, is being increased in height to 75 feet as measured from the adjacent public right-of-way (Disney Way) so it will now interact with the exterior of the project and will create a marker that will enable patrons to find the project in a quicker and easier fashion. The previous icon although shorter, was much wider.

Signage Changes

Due to the redesign of the project a much greater design emphasis was made on Disney Way, with street fronting shops to activate the Disney Way entrance into the resort area. The Katella frontage also underwent major change with the replacement of a few large box tenants with multiple high-end restaurants. The present sign ordinance didn't address the multiple tenant retail experience and needed to be redrafted to reflect what is actually going to happen on the street frontage. The proposed signs criterion not only meets minimum tenant requirements, but also is well oriented in its approach. There are also a few tenants that because of their location had no viable signage location that needed to have a sign opportunity if they were to survive."

